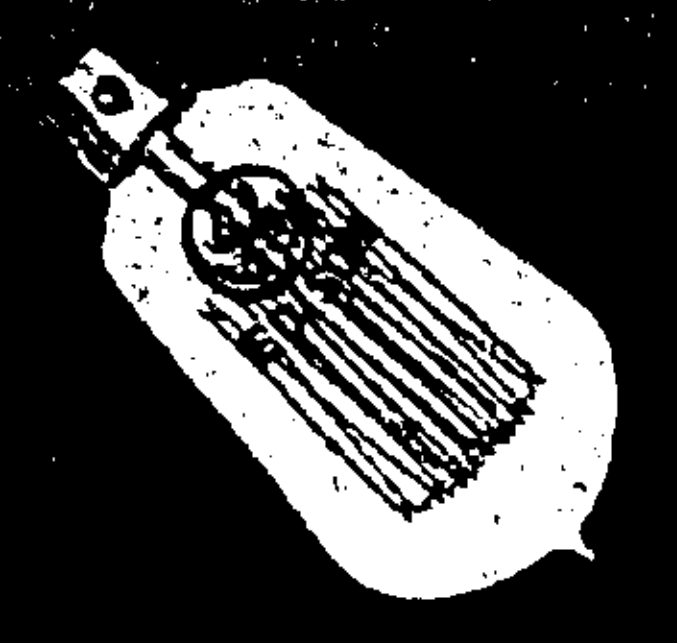


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The Hongkong Telegraph

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DISINFECTION OF HORSE-HAIR.

Asiatic Exports Considered Dangerous.
(Reuter's Service.)

London, June 26.
The committee of inquiry into the question of disinfection of horse-hair reports that large quantities of hair arriving from China are unsatisfactory and disinfection is impracticable, suggests the prohibition of the import of horse and goat hair and the establishment in countries whence the hair is imported of disinfecting stations under the control of a central authority empowered to enforce disinfection of hair prior to manufacture. The Committee adds that Russian, Chinese, Siberian, and Asiatic horse-hair generally is dangerous.

DEATH OF DERBY WINNER.

Mr. Joel's Estimated Loss of £50,000.

London, June 27.
Mr. Jack Joel's Hummer, a year's Derby winner, was found dead in his box. The colt was estimated to be of the value of £50,000. It is opined that death was due to the rupture of a small blood vessel a few days ago.

RESIGNATION OF THE DUTCH CABINET.

Queen Consults the Left Groups.

The Hague, June 26.
In connection with the resignation of the Cabinet, the Queen has consulted the leaders of the Left groups in the Second Chamber also the leader of the Socialist Party.

FRENCH ARMY OF THE RHINE.

Release of 1919 Class for Harvesting.

Paris, June 21 (delayed).
After M. Barthou's statement reporting that there was a sufficient strength of the Rhine army to give France complete security, the Council of the Ministry decided upon discharging the 1919 class from June 15, in order that the discharged soldiers may participate in the harvest.—Havas.

EARL CURZON'S VISIT TO PARIS.

French Journal's Favourable Impression.

Paris, June 21 (delayed).
Earl Curzon has left for London.
Le Temps confirms the success of the visit of his lordship, who left a lasting and excellent impression behind. Le Temps expresses a wish that the visit may mark the beginning of a great undertaking that would restore lasting peace in the Near East.—Havas.

CROWN PRINCE AGAIN IN FRANCE.

Paris, June 21 (delayed).
The Japanese Crown Prince, coming from Belgium, arrived here, and was welcomed at the station by representatives of the French President and the Government, and also by a number of high officials.—Havas.

OXFORD HONOURS M. CLEMENCEAU.

Paris, June 21 (delayed).
M. Clemenceau has left for Oxford to receive the degree of Doctor bestowed by the University.—Havas.

(Other Early and Special Telegrams on Page 2.)

NEWS FROM PAKHOI.

Success of Kwongsi Troops.

A correspondent at Pakhoi, writing under date June 23, sends us the following interesting details of the fighting on the border:—
Ever since the fighting in this part of the country last year, when this town was lost and retaken by the Kwongtung troops, preparations have been going on to attack Kwongsi. Large numbers of troops have been trained here and sent up to the Kwongsi border. Two months ago there was a general parade of 3,000 new troops here and these have been gradually sent up to the border. This town has been used as the base of the movement as an Arsenal and flying machine sheds have been erected.
The Hamchow prefecture, which is the extreme west part of the Kwongtung province, is at present strongly on the side of the Kwo-gei movement, but their attitude may change if the fighting goes in favour of Kwongtung. They are at present in a difficult position, and entirely at the mercy of Kwongsi.
About a week ago fighting com-

named Singaban. This is the principal town in that part of the country on the Kwongtung side. All the Kwongtung troops are in this locality, which is some 60 miles direct North from Pakhoi. The Kwongsi troops made a dash and in four days captured the town and drove the Kwongtung troops 20 miles to the south, to a place named Ng Lee. It is the general opinion here that the Kwongsi troops will invade the whole of this part of Kwongtung province. Pakhoi is preparing for their entry in the way of removing to safety all valuables and anything else which is worth carrying away. The town is overcrowded with people from the interior, and large numbers are leaving the port by steamer and native boats.
Three flying machines were landed from a Chinese man-o-war to-day and are being quickly fitted together on the bluff to the east of the town amidst large crowds of Chinese. They are expected to fly this afternoon. Further news to hand is that the Kwongsi troops have taken the place Ng Lee, 25 miles south of the border. Latest rumours are that the Kwongsi troops are being held back by the Kwongtung troops but the truth may be that they are resting and preparing for another move forward. The weather

THE FIGHTING.

Wuchow Captured by Cantonese.

The latest news to hand regarding the fighting between Kwangtung and Kwangsi indicates that Wuchow was captured by the Cantonese forces on Saturday.
Our own Canton correspondent writes to say that it is officially reported that the Cantonese suffered several hundred casualties in capturing Wuchow, while the enemy suffered several thousand. A notification has been posted in Wuchow stating that the Cantonese troops are going to free their Kwangsi brothers in the city from the yoke of robbers and officials and assuring the people that the soldiers will strictly observe discipline.
It is also reported that the Cantonese troops have captured Yungshien and that a commander of two battalions of Kwangsi troops has surrendered with all his force.
Severe fighting is now being carried on at Chumchow and reinforcements to that area are being sent daily.
General Chan King-ming is preparing to remove his headquarters from Shuking to Wuchow.
It is known that the strategy of the Kwangsi leader was to attack on the left and right wings but to remain on the defensive in the centre. Thus it is explained how Linshan on the right and Kamchow and Linchow on the left have been captured by the Kwangsi forces and how Wuchow, in the centre, has been taken by the Kwangtung troops.

DAY BY DAY.

A drop from the top floor of a three-storied building at Des Voeux Road Central on Saturday afternoon resulted in the death of a Chinese woman. It is said that she lost her balance whilst hanging out some clothes to dry on the verandah.

For failing to observe the rule of the road, in Victoria Harbour, on the 21st inst., Leung Wui, master of a motor cargo boat, was at the Marine Court, this morning, fined \$5 and was ordered to be re-examined as coxswain before his licence was returned to him. Defendant was re-examined and passed.

Two cargo-boatmen, Kwok Chu and Wong Cheung, were each fined \$5, with the option of 7 days' hard labour, at the Marine Court this morning, for mooring their boats outside of five other cargo boats alongside the s.s. Hwah Wu.

DEATH FROM DOG BITE.

A Local Case.

A death from dog bite occurred last week, the victim being the six year old daughter of a Chinese detective living near Hollywood Road. The child was bitten by a dog two months ago, but the seriousness of the incident was not realised until quite recently, when symptoms of a peculiar nature began to develop.
In spite of unremitting attention on the part of capable European doctors, the case proved to be hopeless, death taking place in the end.
It is understood that the animal in question has, since the discovery of its infection, been destroyed. This is the first case of its character occurring this year.

ROYALTY AT THE R.A.

The King and Queen paid a visit to the Royal Academy for

CORRESPONDENCE.

(To The Editor of the "Hongkong Telegraph.")

The Irish Question.

Dear Sir:—Before Archbishop Mannix landed, individuals styling themselves Franchisers, Atheists, Loyalists, etc., did their best to ferment public opinion against this man and prevent his landing in Hongkong. Now that he has left our shores, I hope the matter has dropped.
Catholics as a body, do not meddle with the affairs of religions outside the pale of the Catholic Church. Only when it affects the principles of the Church do they co-religionists take a lively interest in politics. Seldom, if ever, is a Catholic newspaper found attacking his separated brethren. The disgraceful exposure of Archbishop Mannix for instance has been passed over without comment. I shudder to think what would have happened had the Archbishop been a Catholic.
Sir Edward Carson did more to retard the Irish cause than any living man. He was looked upon as a hero, yet he was a rebel for he organised forces and armed them to fight his political enemies. I remember in about 1913 or 1914 before thousands in Hyde Park, he delivered a speech on the Home Rule question at the conclusion of which he had to run to escape the enthusiasm of his listeners. He managed to hide in a private house in Park Lane until the crowd had dispersed when he stole away quietly.
Now he is hiding from Irish public life knowing that the blood of many innocent lives is on his head.
There are two sides to every question, yet I fear the majority of local residents fail to recognise this fact. What we think and do is not always the right thing and we must train ourselves, to realise that it is policy to give way to the other side at times.
Englishmen as a race are noted for their liberality and fair-mindedness but they also have their faults just the same as others. The Irishman, sees his cause through quite a different pair of spectacles to his English brother. He compares the state of his country to that of Serbia, Poland and the like and feels his position under the English Yoke. Will the reader imagine himself in an Irishman's position and I guarantee, he will recognise the practicability of my argument. How a Britisher would hate to be under the domination of a German for instance!
The English have their Empire to think of—to give Ireland independence (and herein Britain admits her authority over Erin) would endanger that Empire.
There is a true saying about an Irishman and that is that you can lead him but cannot push him, while an Englishman is representative of the bull dog type, what he has he holds and holds tight and hates like to give it up.
Summing up therefore it strikes the writer that when these characteristics clash one must moderate one's opinions and not be forever on the "attack".
If the English would only take a little more interest in the Irish question, study it from an Irish point of view, weigh their arguments carefully before making any comments much would be accomplished towards the settlement of this torny question. These same remarks refer to our Irish friends. Let them study what an immense problem confronts the Government, what the separation of Ireland would mean to England, which, coupled with the Catholic Church is one of the biggest forces in the world to-day for all that stands for goodness and right conduct.
With these few remarks I beg to sign myself
FORTH EST VERITAS.
June 25, 1921.
[We have excited several portions of the above letter as we consider them highly controversial. We agree with our correspondent that the discussion regarding Archbishop Mannix should be left to the

CHINESE CHAMBER.

High House Rents and Motor Car Speed.

A meeting was held at the Chinese General Chamber of Commerce on Saturday afternoon, when the Hon. Mr. Lau Chu-pak presided over a large attendance.
Mr. Lau Chu-pak referred to the Governor's severe attack on rent profiteers at the Legislative Council meeting last Thursday. The exploitation by unscrupulous landlords, said Mr. Lau, had excited a good deal of controversy in the press and also had been discussed by the Chinese Chamber of Commerce; but hitherto investigation had been of a superficial nature. In his opinion the present abnormal house rents were due to a variety of causes. During the last ten years internal strife in China had caused a large number of well-to-do Chinese to leave the country and settle down permanently in Hongkong, where they helped to put up the price of property by buying houses and land. Hongkong was also considered a desirable place to reside in by Chinese who had made their fortunes abroad and who did not care to return to their villages on account of lack of protection. Again there was that execrable ilk known as the sub-landlords, who monopolized the collecting of house rents and who from time to time increased rents without the knowledge of the house owners. The increase of workmen's wages and the price of building materials had also caused a correspondingly big increase in house construction, and the last, but not the least important, factor was the comparatively small residential area which Hongkong afforded. Thorough enquiries might reveal more reasons. Mr. Lau said he felt sure H. E. the Governor did not mean to persecute landlords, but the present crisis was such that action could not be delayed.
Mr. Lau Chu-pak then cited instances of the valuation of property in Hongkong. The difference in the value of building at present from that of, say, ten years ago was almost incredible. He bought a building in Queen's Road Central several months ago in connection with a charitable scheme. The purchase price was \$28,000 and now the value of the property was estimated at \$45,000. The Chinese Chamber of Commerce premises were sold a couple of years ago for \$80,000 and now they were worth \$120,000. Mr. Lau Chu-pak said he was a member of the Committee appointed by the Governor to investigate rent conditions and he would welcome any information the members of the Chamber could give him.
A letter sent by Ip Sam-ching, requesting the Chamber to influence the Government to restrict the movement and speed of motor cars in the Colony, was produced. Mr. Lau Chu-pak said that when motor cars were introduced into Hongkong both the European and Chinese communities raised strong objections and petitioned the Government. The Government turned down the petition, made traffic regulations and widened the roads of the city, work which involved a tremendous outlay of money. The Government was right for motor cars had proved to be an important means of locomotion. The use of the motor car had become very popular in recent years, so much so that the public now saw motor vans for goods and meat. The Chairman proposed to leave the matter of restricting the speed of motor cars to the Government.
Mr. Wong Kwong-tin said that seven years ago, in consequence of a petition from the Chinese Chamber of Commerce, stringent steps were taken by the Government to restrict motor car speed and to prohibit motor traffic in narrow streets; but a few years later a number of the regulations were "abrogated." Traffic control in Hongkong could be improved, if the traffic police were reinforced by experienced men; the danger of

AL FRESCO CONCERT.

Enjoyable Evening at K.C.C. Grounds.

Ideal weather favoured the al fresco concert given at the Kowloon Cricket Club grounds on Saturday night. There was no sign of rain and, though warm, it was not unduly close. This, combined with the success that the concert achieved last year, was probably responsible for the large number present. Everybody spent an enjoyable time and it is to be hoped that similar entertainments will be given throughout the summer.
From the entrance to the pavilion was an avenue of red and green fairy lamps, which were very effective and gave the grounds a festive appearance. The pavilion was made into an admirable stage and was artistically decorated with fairy lamps, flags and coloured bunting. All the arrangements were well carried out, but special mention should be made of the bar, where those in charge managed to keep everybody well supplied despite the interval and after-the-show rushes. There must have been quite a lot of money taken and Saturday night's entertainment should have added many bricks to the new pavilion, for which the money raised by the concert is to be used.
The programme was a good one and all the items were well received. Mr. T. G. Paterson rendered "My Old Shako" and his splendid baritone voice found much favour with the audience. In the second part of the programme he furnished "The Floral Dance." Mr. J. S. Pearson gave a very amusing musical monologue entitled "The Student" and his imitations were exceedingly well done. Perhaps the best of all was his imitation of two dogs fighting, and so realistic was this that a dog belonging to one of the members of the audience immediately awoke from his slumbers and commenced to join in. Unfortunately Mrs. H. A. Jones, whose name was down on the programme for two items, was indisposed and could not appear, but Miss Murphy kindly consented to fill the breach and her songs were very much appreciated. Mr. Douglas's songs "The Facts" and "In Other Words" kept the audience in roars of laughter, and Mr. F. H. Farthing, at the piano, was well received. Mr. W. R. Crow furnished "A Life that Lives for You" and "I Hear You Calling Me." His well-controlled voice made a great appeal to those present and both songs and his encores were loudly applauded. The accompanists were Mr. H. A. Jones and Mr. E. J. Edwards. The Wills Regt. Band, which rendered many admirable selections and greatly added to the success of the evening, was under the leadership of Mr. J. W. Eaton, Band Master.
£200,000 FOR JEWISH WAR MEMORIAL.
Over £200,000 has been contributed to the Jewish War Memorial.
to the efficient traffic control in Shanghai, Tientsin and Peking.
One member suggested that chauffeurs should be held responsible for accidents and be more severely dealt with.
The Chairman said there was a striking difference between the temperament of the Chinese in the North and those of Hongkong. In addition to the experience of the traffic police, traffic control seemed to be favoured by natural circumstances, in so much as in the North children were much better behaved. Motor car accidents in Hongkong could not be attributed to the fault of chauffeurs as a rule, as it was not infrequent to see mischievous street urchins throwing stones at passing motor cars or purposely rushing in front of them. The Chairman was convinced that much good could be done if motor car chauffeurs and pedestrians manifested a better understanding of their respective obligations.



Mr. Charles R. Warren recently appointed U. S. Ambassador to Japan.

DISHONEST HOUSE "BOY."

An Excuse That Failed.

Mrs. S. M. Mayes, of 7, Babbington Path, charged her house "boy" this morning before Mr. Orme with the larceny of eggs and coffee. She said that she had been missing stores for the last few weeks, including flour, eggs, etc., and suspected the defendant, as every time he went out his pockets were bulging. She informed the Police, and last night a detective was put on duty near the house. Defendant was seen leaving the house at 8 p.m., and when searched three eggs were found in his pockets. His effects were also searched and a packet of coffee was also found.
Defendant said that his mistress knew very well that he was in the habit of borrowing things from the boys of the neighbouring houses whenever there was a shortage, and these were always returned. He had to give the neighbour's cook some eggs. The cook, called, said that the defendant had only borrowed foodstuffs once and that was half a pound of flour, which was eventually returned.
The defendant was fined \$10 or 14 days.

News in To-day's New Advertisements.

Norma Talmadge will be seen in "The Isle of Conquest" at the Kowloon Theatre to-night.—Page 12.
"The Count of Luxembourg" is being staged at the Theatre Royal to-night.—Page 4.
The Dutch Trading Co., Amsterdam, seeks business relations with traders here.—Page 4.
Want to buy Serge Suit Lengths? See notice on—Page 4.
The Chin On Steamship Coy. advertise sailings to Swatow and return, on Page 4.
The O.S.K. advise consignees of cargo of the arrival in port of the s.s. Himalaya Maru.—Page 5.
Srinath and Dixon intimate the arrival of the s.s. Arcurus to consignees of cargo concerned.—Page 4.
The s.s. Amor Maru (O. S. K.) having arrived in port, consignees of cargo are given the usual notice on Page 4.
Lammer's are selling 600 coils of Galvanized Wire to-morrow.—Page 4.
Prof. Harry Ore is going to give piano tuition.—Page 4.
To-Day's Exchange.
The closing rate of the dollar on demand, to-day was 2s. 7 1/2d.
The Weather.
2 p.m. Barometer—29.58. Temperature—81. Humidity—56.
Lighting-Up Time.

NOTICE

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EARLIER TELEGRAMS.

THE IRISH QUESTION.

London, June 25.
Mr. Lloyd George has written to Mr. Devalera, President of the
Irish Republic, saying that the Government is anxious that the
King's appeal for conciliation shall not be in vain. They therefore in-
vite Devalera and any of his colleagues, to whom safeconduct will be
granted, to come to London to explore to the utmost with the Pre-
mier of Northern Ireland, Sir James Craig, the possibility of a
settlement.

Mr. Lloyd George in his letter says the Government make the
invitation with a fervent desire to end the ruinous conflict which
for centuries has embittered the relations of the people of Eng-
land and Ireland, who ought to live in neighbourly harmony and
whose cooperation would mean so much not only to the Empire but
to humanity.

A similar letter in alternative terms has been sent to Sir James
Craig.

The Premier's action is hailed as a praiseworthy disregard of
personal dignity and of the forms commonly governing negotiations.
It is regarded as marking a supreme effort on the part of the Govern-
ment to establish peace and as a prelude to the abandonment of a
policy which is neither war nor peace, because, in the event of an
unfavourable response, the Government will have no alternative
but to take up arms in a determined spirit and accomplish by force
what is apparently unachievable otherwise.

THE COAL STRIKE.

London, June 25.
Mr. Lloyd George has invited the coalowners and the miners
to a joint conference at the Board of Trade on the 27th inst. Sir
Robert Horne presiding.

The Miners' Executive to-day consulted representatives of the
Trade Union Congress and the Labour Party and thereafter accepted
the Premier's invitation to a conference with the coalowners on
the 27th inst. It is assumed that the efforts of the labour leaders
will be directed to reaching a satisfactory settlement and as the
Miners' Executive is prepared to relinquish the demand for a
national pool the prospect of an early resumption is brighter. It
is even hoped the miners will return to work on 4th July. The
Miners' Executive still hope to secure the Government grant of ten
millions.

ADMIRAL SIMS' HUMILIATION.

Washington, June 25.
Secretary of the Navy Denby has publicly reprimanded Ad-
miral Sims.

Admiral Sims has returned to Newport to resume the position
of Head of the Naval War College. Naval and Senate circles in-
dicate that the incident is now closed.

New York, June 25.
The leading Republican organs vigorously object to the official
rebuke to Admiral Sims. The Tribune speaks of a "hyphenate
victory," and says Admiral Sims was humiliated for telling un-
challengeable truths.

PRINCE OF WALES.

London, June 25.
It is understood that the possibility H.R.H. the Prince of
Wales accepting Crown Prince Hirohito's invitation to visit Tokio
is at present being considered, in view of the favourable opportunity
presented by the Prince of Wales' visit to India in November for
extending the tour to Japan.

THE AALAND ISLANDS.

Geneva, June 25.
The Council of the League of Nations has accepted the British
resolution that the Aaland Islands be allocated to Finland but
militarily neutralised. M. Branting, while expressing Sweden's
profound disappointment, has acquiesced in the decision.

SOVIET CONDEMNED.

Denver, June 25.
The Federation of Labour overwhelmingly upheld the Exe-
cutive's repudiation of an international federation of trade unions,
and adopted the report condemning the Russian Soviet regime as a
tyrannical enemy of labour and destructive of self-government.

TERRIBLE RAILWAY ACCIDENT.

Lille, June 25.
Twenty-five were killed and 62 injured in the derailling of the
Lille-Paris express at Beaumont Hamel, owing to a luggage van
leaving the rails and upsetting two other coaches.

Paris, June 25.
The religious ceremony at the wedding of the Duke of
Marborough and Miss Deacon was performed by a Scottish minister
at the residence of the bride's cousin, numerous distinguished
guests being present.

COTTON DISPUTE ENDED.

London, June 25.
A cotton wages agreement assuring industrial peace for at
least nine months has been formally signed and the mills reopen on
Monday.

L. O. N. DEMONSTRATION IN LONDON.

London, June 25.
The League of Nations demonstration was favoured with
glorious weather and was held according to programme.



"The Gathering of the Clan."
From the original painting in the possession of the Proprietors
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EARLIER TELEGRAMS.

THE ALLIES' PROBLEMS.

Paris, June 25.
French, British and Italian diplomatic circles are highly pleased
with the results of the conversations between M. Briand and Lord
Curzon. These occupied most of Saturday and Sunday, the Italian
Ambassador, Count Longare, joining in on Sunday evening, after
which an announcement was made that the Greek Government's
attention would at once be called to the desirability of peace being
restored in the Near East, the Allies' mediation to be offered to this
end. In the case of acceptance by Greece the latter would probably
be asked to give up Smyrna, whose status would be determined later.
A similar step would be taken with Constantinople jointly, confidence
being expressed that Turkey would be wise enough to accept the
Allies' offer which practically means restoring Constantinople, the
Bosphorus and Smyrna to Turkish suzerainty. In case of rejection
the Allies would resume liberty of action.

The Allied statesmen then devoted attention to the Upper
Silesian situation, the present feature of which is that the Poles
are fairly heeding the Allies' injunctions, whereas the German troops
are refusing to retire from unduly occupied land. Joint repre-
sentations are to be made to Berlin and Warsaw and the Upper
Silesian problem will be thrashed out at a conference to be held
at Boulogne, probably about mid-July.—Vale.

Athens, June 25.
The Greek reply to the Allied note offering to mediate in the
Greco-Turkish dispute virtually rejects mediation for the present.

HOME CRICKET.

London, June 25.
Playing against Nottingham, before 14,000 spectators, in bril-
liant and hot weather on a perfect wicket, the Australians when
stumps were drawn had scored 608 runs for the loss of seven
wickets. Armstrong and Collins are not playing, Bardsley skipping
the team and winning the toss. It was the fastest scoring of the
tour, 500 runs being compiled in 217 minutes. Macartney obtained
345, the highest individual score of the season and the highest of
any Australian batsman in England, beating Armstrong's 303
against Sussex in 1905. It was a brilliantly compiled innings. His
wizdardry magnetised the crowd. He hit four sixes and 47 fours
and was at the wickets 235 minutes. He gave a very easy chance
in the slips when 9, and difficult chances when 200 and 242. He was
out leg before wicket. On returning to the pavilion he was re-
ceived with the wildest enthusiasm by the crowd. Pellow scored
100, including a six and fifteen fours. He gave an easy chance
when 54. Taylor obtained 50.
The Army beat the Navy by ten wickets.

OPEN GOLF CHAMPIONSHIP.

London, June 25.
After the tie, Hitchison, the American professional, with 74 and
76 strokes, won the Open Golf Championship at St. Andrews.
Wethered, the Oxford University amateur, was 77 and 82.

LAWN TENNIS CHAMPIONSHIP.

Wimbledon, June 25.
In the fourth round of the Lawn Tennis Championship, Shimidzu
beat Roper Barrett, 6-3, 6-3, 6-1.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

RUBBER DEPRESSION.

Singapore, June 25.
It is reported that a big agency
firm at Kuala Lumpur has instruc-
tions practically to close down a
number of estates in its control,
which means the discharging of 34
European planters. A further fall
in the price of rubber has intensi-
fied the depression, though this is
not warranted by any fresh
development in the home industrial
troubles or the dulness of the
London market.

RICE SCARCITY.

Shanghai, June 25.
Fewer rice boats are arriving.
Stocks are dwindling and the
dealers are standing firm and
insisting on closing on July 1st, if
the Municipal Council continues
its stand.

SHANGHAI POLICE.

Shanghai, June 25.
Eight European constables have
resigned, being dissatisfied with
the conditions of the Police De-
partment.

ARCHBISHOP MANNIX.

Shanghai, June 27.
Shanghai Catholics are preparing
a reception for Archbishop Mannix.

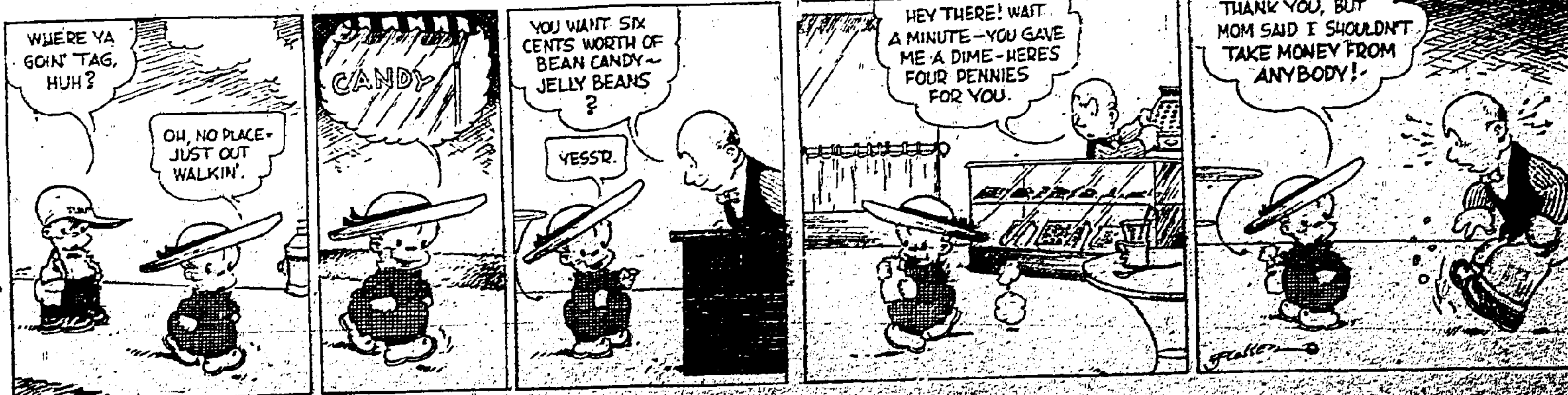
BISHOP OF "BODOM AND GOMORRAH."

Speaking on behalf of the Sea-
men's Christian Friend Society
the Bishop of Sodor and Man said
that when announced to address
a gathering of men at the front,
by a telephonic error he was
described as the "Bishop of So-
dom and Gomorrah." This added
the Bishop, secured him an un-
usually large audience.

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THE RACE MEETING.

Battle Royal in the Long
Distance Event.

Bright weather, combined no doubt with the fact that the meeting was the last one for the present, drew a large gathering to Happy Valley on Saturday afternoon, when the racing had its full share of excitement. In the fourth race the dividend reached \$178, but on the whole the advantage was with the shorter-priced candidates. More than one tight finish was witnessed, especially in the second and last races.

In the earlier meetings Mr. Soares had met with indifferent luck, but at the meeting on June 4 he gave signs of a change, winning on Hongkong Chief over the strongly fancied Scampdale. On Saturday the young rider was in capital fettle as he started with a winning double and subsequently got places. His success on Pawnsop was largely expected, but Dandy Child brought supporters a \$50 dividend. "Wireless" selected this policy for a place; under Mr. Soares' handling the mount did better, scoring over Louza and the greatly-favoured Spynie. Less than half a length separated the trio.

The fourth race, with starts allowed, naturally took some little time to get settled, the field being a large one. Eventually an outsider, Peanut, captured the race, with Springer, the favourite, fourth. In the fifth nomination race, competitors to leap a low hurdle, lift dummies representing wounded men on to their saddles, and return to starting-post, the military contingent, naturally had a large share of support, but Mr. J. M. S. Remedios captured the first prize.

The Class B handicap was won by the favourite, Leighton; and then, in the concluding event, the long distance race, the spectators witnessed probably the finest tussle of the day. It was generally supposed that the issue lay between Jawleyford and Hongkong Chief, but the former was voted to be the good thing, having run well of late and done finely in its trials, while Hongkong Chief's success at the June 4 meeting meant a penalty, which brought its weight up to 162 lbs., so that for once in a way Jawleyford, 160 lbs., was at a slight advantage in avoidpouls. Despite this, Mr. Bell-Irving, whose luck has undergone a change in the wrong direction, was beaten by a head, notwithstanding his desperate effort to force the favourite to the front in the last few yards. The band of the 2nd Batt. Wilts Regiment rendered some delightful selections.

THREE-QUARTER MILE RACE.—For Subscription Grifins of both classes, any season, which have run and not won at Gymkhanas this season. Weight for inches as per scale. Unplaced runners at the Official Meeting this year and this Season's Gymkhanas allowed 3 lb. Jockeys who have not won an Official Race allowed 5 lbs. Entrance Fee \$5. 1st Prize: \$250. 2nd Prize: \$100. 3rd Prize: \$75.

Mr. Ferdnand's Pawnsop (Mr. Soares) 1
Hon. Mr. P. H. Holyoak's Red-bird (Mr. Gibson) 2
Sir Ellis Kadoorie's Repulse Bay (Chief (Mr. Doyle) 3
Also ran: Mr. B. Basto's Frampton (Mr. Potts), Mr. Tricolore's Quo Vadis (Mr. Kremer), Mr. C. R. Thompson's Shooting Star (Mr. Thompson), Messrs. Rich and Seggie's Don Juan (Capt. Spinks) and Messrs. Hossie and Lays' By Jing (Major Timmis). Won by three lengths, threequarters of a length between second and third.

Time: 1 min. 36 secs.
Parimutuel: Winner, \$14.90;
Places, \$5.20, \$3.60, \$3.20.
Cash Sweep:
Ticket No. 221 1st \$1,631.00
218 2nd 498.00
332 3rd 233.00
\$20 Tickets and Commission 370.00
\$2,700.00

\$20 Tickets: 119, 73, 90, 310, 348.
FIVE FURLONGS RACE. HANDICAP.—For China Ponies. Entrance Fee \$5. 1st Prize: \$250. 2nd Prize: \$100. 3rd Prize: \$75.

Mr. Soares' Dandy Child (Mr. Soares) 1
Mrs. Leslie Smith's Louza (Major Timmis) 2
Mr. T. M. Leitch's Spynie (Mr. Doyle) 3
Also ran: Mr. H. P. White's Merryand (Mr. Kremer), Mr. J. M. S. Remedios' Pawnsop (Mr. Soares), Mr. P. A. Cox's Red Coat (Mr. Cox), Mr. M. Blood's Fighting Tight (Mr. Hastings), Mr. C. R. Thompson's Shooting Star (Mr. Thompson), Mr. Blank's King Harry (Mr. Gibson), Mr. Topside's Mountain Stream (Mr. Bell-Irving), Mr. P. C. Potts' Moorland King (Mr. Potts), Hon. Mr. P. H. Holyoak's Peradventure (Mr. Bartholomew), Capt. E. G. Spinks' Dekho (Capt. Spinks), Mr. C. P. Templeton's Mouldy (Mr. Templeton), Mr. J. E. H. Bibby's Givenchy (Mr. Bibby), Mr. C. Saragheant's Springer (Major Timmis), Mr. Frederick Ellis' Lame Duck (Mr. C. M. Alves), Mr. D. W. Last's Murphy (Mr. Sprague), Mr. D. W. Last's Honest Onion (Mr. D. W. Last), Mr. C. R. Thompson's The Mouse (Mr. Thompson).

Won by a neck, at short head between second and third.
Time: 1 min. 15 3/4 secs.
Parimutuel: Winner, \$49.80;
Places, \$9.10, \$30.70, \$4.70.
Cash Sweep:
Ticket No. 274 1st \$1,990.90
450 2nd 621.40
563 3rd 384.70
\$20 Tickets and Commission 613.00
\$3,373.00

\$20 Tickets: 617, 328, 192, 408, 190, 538, 193, 661, 580.
CLASS HANDICAP: A CLASS: ONE MILE.—For China Ponies. Entrance Fee \$5. 1st Prize: \$250. 2nd Prize: \$100. 3rd Prize: \$75.

Mr. H. Birkett's Flywheel (Mr. Doyle) 1
Mr. Sprague's Lightning (Mr. Sprague) 2
Mr. John Bell-Irving's Tiddley-winks (Mr. Bell-Irving) 3
Also ran: Mr. Des Vaux's Frome (Mr. Cox), Mr. Tricolore's Humourist (Mr. Kremer), Mr. H. P. White's Carpenter (Mr. Soares), Dr. C. Forsyth's Neston (Mr. Thompson). Won by a head, a neck between second and third.

Time: 2 mins. 11 secs.
Parimutuel: Winner, \$12.50;
Places, \$3.60, \$13.50, \$8.70.
Cash Sweep:
Ticket No. 536 1st \$2,308.50
55 2nd 636.00
231 3rd 359.50
\$20 Tickets and Commission 455.00
\$3,730.00

\$20 Tickets: 193, 394, 502, 422.
DISTANCE HANDICAP: ABOUT HALF MILE.—For all China Ponies. Catch weights 155 lbs. Pegs will be placed on the outside edge of course, and chalk lines marking the position of each pony according to the handicap (in yards) conceded. The Race will be started by sounding a gong, and each rider must keep his pony behind the line assigned to him until the signal is given. Any rider whose pony is then over the line, or moving forward faster than a walk, must return and start again, or be disqualified. Malfeas may assist by holding ponies if desired. Open to ponies owned by Members of the Jockey and Polo Clubs. Entrance Fee \$5. 1st Prize: \$200. 2nd Prize: \$80. 3rd Prize: \$30.

Mr. Grimstone's Peanut (Mr. Grimstone) 1
Mr. P. A. Cox's Red Coat (Mr. Cox) 2
Mr. M. Blood's Fighting Tight (Mr. Hastings) 3
Also ran: Mr. Seth's Moonshine (Mr. Seth), Mr. Blank's Cranby (Mr. Sewell), Sir Ellis Kadoorie's Stanley Chief (Mr. Doyle), Mr. C. R. Thompson's Shooting Star (Mr. Thompson), Mr. Blank's King Harry (Mr. Gibson), Mr. Topside's Mountain Stream (Mr. Bell-Irving), Mr. P. C. Potts' Moorland King (Mr. Potts), Hon. Mr. P. H. Holyoak's Peradventure (Mr. Bartholomew), Capt. E. G. Spinks' Dekho (Capt. Spinks), Mr. C. P. Templeton's Mouldy (Mr. Templeton), Mr. J. E. H. Bibby's Givenchy (Mr. Bibby), Mr. C. Saragheant's Springer (Major Timmis), Mr. Frederick Ellis' Lame Duck (Mr. C. M. Alves), Mr. D. W. Last's Murphy (Mr. Sprague), Mr. D. W. Last's Honest Onion (Mr. D. W. Last), Mr. C. R. Thompson's The Mouse (Mr. Thompson).

Won by three lengths, a short head between second and third.
Parimutuel: Winner, \$179.30;
Places, \$43.80, \$23.50, \$24.20.
Cash Sweep:
Ticket No. 749 1st \$2,125.00
55 2nd 625.40
714 3rd 312.70
\$20 Tickets and Commission 703.00
\$3,830.00

\$20 Tickets: 51, 169, 599, 355, 47, 271, 615, 12, 192, 671, 152, 320, 200, 236, 262, 284.
LADIES' NOMINATION.—VICTORIA CROSS COMPETITION.—Dummies representing wounded men will be placed on the ground at a point indicated. Competitors gallop up under fire over a low hurdle, lift dummies on to their saddles, and carry back to winning post. Open to members of the Jockey and Polo Clubs, and Naval and Military

Officers. Any China Pony may be used. Entrance Fee: 1st Prize: \$50. 2nd Prize: \$20. 3rd Prize: \$10. Souvenirs will be presented to the Ladies nominating the prize winners.
Mr. J. M. Remedios 1
Mr. F. M. L. Soares 2
Mr. H. E. Sprague 3
Also competed:
Mr. R. M. P. Beaven, Mr. J. E. H. Bibby, Lieut. Col. P. A. Cox, Mr. T. W. Doyle, Mr. S. E. Grimstone, Mr. J. Bell-Irving, Mr. D. W. Last, Mr. A. H. Potts, Mr. Q. W. Sewell, Capt. E. G. Spinks, Major A. W. Timmis.

Parimutuel: \$36; Places \$14.10, \$14.70, \$16.60.
Cash Sweep:
Ticket No. 601 1st \$2,212.50
693 2nd 640.60
717 3rd 320.40
\$20 Tickets and Commission 601.00
\$3,563.00

\$20 Tickets: 312, 283, 117, 331, 277, 332, 703, 401, 719, 100, 578.

CLASS HANDICAP: B CLASS: ONE MILE.—For China Ponies. Entrance Fee \$5. 1st Prize: \$250. 2nd Prize: \$100. 3rd Prize: \$75.
Dr. C. Forsyth's Leighton (Mr. Doyle) 1
Messrs. Rich and Seggie's won Juan (Mr. Gibson) 2
Mr. Albert's Spoilt Child (Mr. Soares) 3

Also ran: Mr. Dyer's Harlequin (Mr. Thompson), Sir Ellis Kadoorie's Repulse Bay Chief (Mr. Bell-Irving), Mr. Ferdnand's Tuckshop (Mr. Sewell), Mr. B. Basto's Tweedledum (Mr. Potts), Mr. Tricolore's Quo Vadis (Mr. Kremer), Messrs. Hossie and Lays' By Jing (Major Timmis).

Won by a length, four lengths between second and third.
Time: 2 mins. 10 1/2 secs.
Parimutuel: Winner, \$10.60;
Places, \$3.50, \$11.60, \$6.
Cash Sweep:
Ticket No. 621 1st \$2,514.40
566 2nd 713.40
101 3rd 359.90
\$20 Tickets and Commission 533.00
\$4,125.00

\$20 Tickets: 273, 503, 606, 632, 477, 216.
HANDICAP: ONE AND A QUARTER MILE RACE.—For China Ponies. Entrance Fee \$5. 1st Prize: \$300. 2nd Prize: \$150. 3rd Prize: \$75.

Sir Ellis Kadoorie's Hongkong Chief (Mr. Doyle) 1
Mr. John Bell-Irving's Jawleyford (Mr. Bell-Irving) 2
Mr. Ferdnand's Pawnsop (Mr. Soares) 3
Also ran: Mr. Seth's The Ameer (Mr. Seth), Mr. P. A. Cox's September Morn (Mr. Cox), Mr. Tricolore's Humourist (Mr. Kremer), Mr. Dyer's Beggar King (Mr. Thompson), Mr. B. Basto's Frampton (Mr. Potts).

Won by a head, half a length between second and third.
Time: 3 mins. 41 1/2 secs.
Parimutuel: Winner, \$16.20;
Places, \$3.40, \$5.90, \$7.20.
Ticket No. 671 1st \$5,702.00
558 2nd 1,625.40
862 3rd 814.70
\$20 Tickets & Commission 1193.00
\$9,330.00

\$20 Tickets: 236, 327, 72, 168, 28.

LAWN BOWLS.

Saturday's League Matches

Civil Service and Tai Koo Clubs on Saturday snatched points in the Lawn Bowls League competition at the expense of Kowloon Bowling, Green and Kowloon Cricket Club respectively.

The following scores have been sent in.

K.C.C. v Tai Koo.
No. 1 Rink.

H. E. Stevens R. Wallace
W. T. Elson W. Weir
J. Slater G. Morrison
J. McMurtrie 19 A. Hamilton 20

No. 2 Rink.

R. E. Nicholls J. Muirhead
D. A. Purvis D. Morrison
J. P. Robinson N. Drummond
J. Gibson 14 J. Ferguson 25

No. 3 Rink.

R. C. Hunter J. Russell
N. W. Davidson T. Young
J. Hyde I. MacLachlan
A. G. Hee 21 N. Watherspoon 22
Total 54 Total 67

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WATCHMAKER AND JEWELLER.

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PASSENGER SERVICES.**LONDON SERVICE**

(Direct)

"LAOMEDON" 13th July London, Antwerp & Hamburg
 "MENTOR" 19th July London, Amsterdam & Antwerp
 "TEUCER" 11th Aug. London, Rotterdam & Hamburg
 "TEIRESIAS" 16th Aug. London, Amsterdam & Antwerp
 "ATREUS" 30th Aug. London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"EURYDAMAS" 10th July Genoa, Barcelona & Liverpool
 "VANOTSE" 15th July M'les, Havre, L'pool & G'gow
 "AGAMEMNON" 25th July Genoa, Liverpool & Glasgow
 "EURYPYLUS" 5th Aug. Genoa, Marseilles & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"TYNDAREUS" 6th July Victoria, Seattle & Vancouver
 "PROTESILUS" 3rd Aug.
 "IXION" 24th Aug.

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(via Suez or Panama)

"DEUCALION" 5th July via Suez
HOMEROWD PASSENGER SERVICE
 "MENTOR" 19th July for London
 "TEIRESIAS" 16th Aug. for London
 "ASCANIUS" 7th Sept. for Liverpool

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.**THE WUCHANG RIOTS.****Valuables Recovered.**

A report from Hankow states that Wuchang and Hankow are now quiet. One train from the north has arrived. But passengers for Chikungshan and the north are suffering considerable inconvenience. Fifty-nine shoes of silver, \$15,000 dollars, three hundred weight of copper cash, jewelry and silk were taken from the looters in the British Concession, and it is further reported that 300,000 dollars were taken by the native police from the looters.

The number of looters slaughtered at Siaoan is now believed to be greater than that originally

reported. The Chinese official report was 2,000. An unaccountable scare occurred in Hankow city last night and many families from the city spent the night in the concessions. Further, troops, about to be disbanded, have been blockaded in their barracks by the Tuchen's provincial troops, a large number of whom have come in. The position, though uncertain, is at present quiet and more hopeful. The troops on the Hankow side of the river are apparently in hand.

SINO-ARGENTINE TREATY.
The Chinese Minister at Washington has been authorized to sign the Sino-Argentine Commercial Treaty.

CONSIGNEES.**THE ADMIRAL LINE.**The Steamship
"SURUGA"

having arrived from New York via ports, on June 20th consignees are hereby notified that their cargo is being landed at their risk into the Godowns of The Hon Shan Godown Co., Nos. 15 and 17, Kennedy Town Praya, Hongkong, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 25th inst. by the Company's Surveyors, Messrs. Goddard and Douglas.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

BARBER STEAMSHIP**Lines, Inc.**

Managing Agents.

THE ADMIRAL LINE.

5th Floor, Hotel Mansions.

Hongkong, 20th June, 1921.

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COLONY.

MODERATE PRICES.

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Established 1900.

30-32 Des Vaux Road.

CONSIGNEES.**NOTICE TO CONSIGNEES.****NIPPON YUSEN KAISHA.**

From EUROPE and STRAITS.

THE Steamship

"KLEIST"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 1st July, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 24th June, 1921.

CONSIGNEES.**NOTICE TO CONSIGNEES.****"GLEN" LINE OF STEAMERS, LIMITED.**From UNITED KINGDOM,
OBROA COLOMBO &
STRAITS.**The Motorship**

"GLENOGLE"

having arrived from the above ports, Consignees of Cargo by her are hereby notified that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 2nd July, 1921 at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 2nd July, 1921 at 10 a.m. Claims against the steamer must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON

& CO., LTD.,

Agents.

Hongkong, 25th July, 1921.

W. S. BAILEY

& CO., LTD.,

ENGINEERS & SHIP-**BUILDERS, HOB UN****KOWLOON.****HARBOR REPAIRS**

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Manager ... " K.633.

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K.622.

Telegrams "SEYBOURNE."

CONSIGNEES.**NOTICE TO CONSIGNEES.****OSAKA SHOSEN KAISHA.**From ROTTERDAM, via
HAMBURG AND ANTWERP**The Company's Steamship**

"HIMALAYA MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 1st July, 1921 will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized.

No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA,

Y. YASUDA,

Manager.

Hongkong, 25th June, 1921.

NATIONAL LIBERAL CLUB**COMMITTEE.****Independents' Success.**

Great interest has been shown at the National Liberal Club in a contest between Coalitionists and Independent Liberals for 30 seats on the General Committee. Lists of 30 were drawn up by both sections, and members of the Club residing throughout the country were circulated on behalf of the rival sets.

The Independent Liberals have secured the return of their entire list of 30, the highest of the successful candidates receiving 1834 votes and the lowest 7543 votes. The totals for the 80 unsuccessful Coalitionist candidates ranged from 717 votes to 434.

THE WAR IN IRELAND.**Armed Raiders' Big Hunt.**

The National Bank, Camden Street, Dublin, was entered by armed raiders, who ransacked the cash registers and made off with a haul estimated at several thousand pounds. Shortly after the Bank opened five men entered, held up the staff, closed the doors, and began to work. Two kept guard while others jumped over the counters and went to where the notes and cash were kept.

One man carried a bag into which he poured silver and copper until it was filled. Others took all the notes they could find and stuffed their pockets with them so fully that some fell in the street.

The bank manager was searched and deprived of his watch and chain. The bank teller put up a fight and a shot grazed his head. **MEN DRAGGED FROM BEDS AND SHOT.**

Martin Scanlon, an R.I.C. pensioner, and John McGawley, sub-postmaster of Killrossney (Co. Roscommon) were dragged from their beds by armed and masked men. Scanlon's body was subsequently found two miles from his house, and McGawley's body was found close by.

A patrol of two sergeants and nine constables of the R.I.C. were ambushed under a railway bridge at Westport (Co. Mayo). Several bombs were thrown, and two constables were seriously wounded and three slightly wounded. Replying with rifle fire and bombs, the police speedily dispersed their assailants.

Constable Hopkins, R.I.C. Tyrone, who was visiting his father's home at Ballindine, Galway, was taken out of the house by armed men and shot dead.

On the discovery of two men shot dead at Killoodkey, Co. Roscommon, strong Crown Forces visited the district. They were ambushed at Enrol, one corporal being severely and several men slightly wounded, by pellets.

About the same time Michael Wynn, a farmer's son, of Kiltavan, was shot dead in his father's house, whilst the family were at supper.

GREAT RE-VALUATION SALE**4 DAYS ONLY**Commencing **MONDAY, June 27th** to **THURSDAY, June 30th.****25%****DISCOUNT**

OFF ALL

CASH BILLS

FOR

4 DAYS ONLY

CASH ONLY. NO C.O.D.

We have re-valued our stock in accordance with the latest costs at present ruling in the home markets and have revised all our selling prices. This alone has reduced prices considerably, but in order to impress on the public of Hongkong that we are always the first to give them the benefit of low costs we are offering a

SPECIAL DISCOUNT OF 25%**FOR 4 DAYS ONLY****25% Discount off all**
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TABLES

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HALF PRICE

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QUARTER PRICE**NETT PRICES****DO NOT MISS THESE****CASH ONLY. NO C.O.D.****WHITEAWAY LAIDLAW & COMPANY, LIMITED, HONGKONG.**

Watson's.

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Particularly suitable for Tennis, Shooting and
Bathing parties.

Pints \$1.25 per dozen
Splits 80 cts. per dozen

A.S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

TELEPHONE 436.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 27, 1921.

THE DISTURBANCES IN CENTRAL CHINA.

The news that has filtered through concerning the outbreaks at Wuchang and Ichang sheds another illuminating ray upon the internal condition of China. It demonstrates again that the problem of the soldiery is at the root of the country's present troubles. Only a few weeks ago the Tsuchun here concerned, Wang Chan-yuan, was one of the triumvirate gathered at Tientsin, ostensibly for the consideration of China's difficulties, in reality, as it would seem, for the war lords' own aggrandisement. But Chang Tso-lin got such a big share of the plunder that, with Tsoo Kun also taking substantial toll, there was not much left for Wang, who accordingly found himself in a predicament, as he had been swelling the number of his troops in order to take rank with the super-Tsuchuns, without having the wherewithal for the soldiery's maintenance. The ambitions of a Tsuchun, manifested in the expansion of his forces, were thus the cause of further disturbances of the kind that have dislocated the order of things in China during recent years, though it happens in this case that the outbreak arose, not in respect of the upkeep of the troops, but in regard to their disbandment.

Wang's army had become swollen to dimensions altogether beyond his or the province's financial capacity, consequently some change had to be made, and the Tsuchun decided upon the discharge of certain regiments. Then came the question of pay, the soldiery looking for a bonus as well as arrears, either for the purpose of enjoying themselves, or, it may be, in order to set up in civilian life. This is a further point in the soldiery question, large and unnecessary bodies of coolie-soldiers being kept under arms for lengthy periods so that they are at a loose-end when their discharge does take place. In this instance Wang wouldn't or couldn't pay the troops what they considered a satisfactory bonus, the sum of twenty dollars being deemed quite inadequate, and the disbanded troops proceeded to indemnify themselves by wholesale looting, accompanied by widespread damage and loss of life on both sides. Of the gruesome sequel, with its impromptu executions in the typical Oriental spirit and the massacre of a train-load of the mutineers, one can only say that it is of a piece with the present state of things in China. Whether one feels much compassion for the mutineers, the "loyalist" troops merit strong reprobation. It is not certain whether the latter were carrying out a savage reprisal on behalf of Wang when they turned machine-guns on the train-load of disbanded soldiers as these reached a railway-station, or whether they were plundering on their own account. One version is that Wang telegraphed instructions for the massacre; another is that the "loyalists" committed the atrocity for their own behoof, the other mutineers being allowed through, as the quantity of loot they carried was not worth capturing. There was a strong case for a court-martial of the mutineers; sheer butchery is another matter.

European and Japanese merchants were among the sufferers, but apparently their residential quarters were unharmed, as also were their persons, a matter for congratulation where slaughter was rife. Wang lost no time in placating these victims with the promise of a reparations committee, which is satisfactory as far as it goes, though a committee is not the same thing as cash, compensation in respect of a previous outbreak being still in abeyance. But the outbreaks at Ichang and Wuchang are merely symptomatic of an evil common to the country. The jurist, Dr. Wang (no relation to the Tsuchun), proposes that the soldiery be utilised for the construction of roads. This idea of converting superfluous troops into a kind of productive force is so admirable on the face of it that there may be a disposition to dismiss the proposal as a counsel of perfection. Surely the suggestion merits a second glance.

NOTES & COMMENTS.

A Denial.

Archbishop Mannix has come and gone, and as his welcome was confined to the Roman Catholic community and did not take the form of a public reception we have nothing more to say in that connection. It's a case of "All's well that ends well." But we should like to tell the public that when "Adversarius" of the *China Mail* said on Saturday that "there was one letter in the *Telegraph*, replying to 'Loyal Catholic' by 'Catholic Loyalist,' which I feel sure was a fake," he was entirely wrong. His obvious insinuation was that one of the *Telegraph* staff had written that letter in order to bolster up the leading article which had appeared the previous day. We wish to tell him and the public generally that that letter was written to us, not to the *Telegraph*, and was entirely unconnected with this journal and who was, apparently, prompted solely by his patriotism. If it surprises "Adversarius" to know there are Catholics who are sufficiently loyal to criticise one of their own faith who is disloyal, then we must leave him to recover in his own good time. Let it be further known that what the *Telegraph* says in its leaders is never bolstered up by manufactured correspondence to the Editor. We are not afraid to say editorially all that we wish. When "Adversarius" gives himself a pat on the back on a Saturday for something he "wrote during the week in the form of a *China Mail* leader he ought to give his public a little more credit if he thinks that the transparent trick works. A dual personality, when used as a cloak to bestow compliments on oneself, savours a little overmuch of conceit, more especially if one is, at the same time, trying to discredit other people.

Matters Educational.

There was quite a deal of interesting reading in the report of the meeting of the Board of Education held on Friday afternoon. It was revealed that the matter of vernacular education has been very carefully considered by the Director of Education and his recommendation that a largely increased sum be spent in subsidies is one that will have the hearty support of all who recognise that in the matter of educating its native children this Colony is sadly in arrears of what it should have accomplished. There are those who maintain that until we have a complete system of free and compulsory education for every child we shall not have reached the height to be aimed at. But to have increased the Government's assistance to vernacular education by nearly \$30,000 by which 205 schools are to be assisted instead of 89 is a step at which everyone will rejoice. Regarding the reports on the English Schools (presented by a Committee which went very carefully into the whole of the seven institutions under that head) one cannot help feeling that whether the Board as a whole agrees with the reports in toto or not the headmasters of the schools concerned should have opportunity of seeing them without the deletion of a line. Whether those reports are all in critical tone or whether some of them are laudatory the public will not, presumably, have an opportunity of knowing, but in fairness to the heads who are trying to run the schools to the best of their ability they should be given an opportunity of knowing the Committee's opinions. Only by knowing the full opinions of the Committee will headmasters or headmistresses be able to effect the improvements that are most desired. And the public, too, ought to have an opportunity of knowing at least the gist of the Committee's opinion. The public has an opinion of its own regarding some of our English schools which is by no means complimentary—not through the fault of the masters or teachers but through Government niggardliness both as regards staffing and equipment. But we shall be content to be told nothing so long as we see, and at no very distant date, a genuine attempt made to remedy some of the glaring inadequacies of our Government schools.

"Settling" The Coal Strike.

We had mixture of good and bad news in the cables on Saturday. That regarding the train smash in Ireland involving the horrible deaths of men and horses must have made every decently minded

DAY BY DAY.

TO JUDGE HUMAN CHARACTER RIGHTLY, A MAN MAY SOMETIMES HAVE VERY SMALL EXPERIENCE PROVIDED HE HAS A VERY LARGE HEART.—*Bulwer-Lytton.*

There were three fresh cases of plague reported on Saturday.

In Mr. Orme's Court this morning a Chinese was charged with snatching a gold ear-pick from a Chinese woman. He gave as his plea that he was starving and had been out of work for several months. He had already pawned his clothes to get some food. He was given two months' hard labour.

Revenue officers were busy yesterday raiding opium dens. They raided three houses in Yuen Hing Lane, Shaikwan, and arrested eleven persons. At West Point they made two arrests and seized 15 tins of opium, while two houses in Wood Lane, off D'Agular Street, were raided and nine men arrested. They all had opium in their possession.

For being found in possession of 3,764 cigarettes on which duty had not been paid a Chinese woman was fined \$50 this morning by Mr. R. E. Lindsell. She was arrested in Connaught Road, near Salt Fish Lane. Another woman was fined \$17 for being in possession of 1,100 cigarettes on which duty had not been paid. She was arrested near the same place.

While a Yumati ferry launch was going from Hongkong to Yumati, one of the second class passengers fell into the sea, near the Central Fairway. The coxswain of the launch heard cries of "Save life," and on turning round saw a man in the water. Life belts were thrown to him, and the launch was turned but the man disappeared from sight. The body has not been recovered.

A Chinese woman was brought up this morning before Mr. R. E. Lindsell charged with smuggling two gallons of Chinese wine into Hongkong. She was arrested on the 27th at 5.30 a.m. in Connaught Road Central near the Canton Wharf. This woman had also to answer a previous charge of smuggling, when she was sent to Canton by mistake as a mendicant. She was described as a habitual smuggler, and was fined \$35.

man feel that the Sinn Feiners are doing their utmost to alienate every little bit of sympathy that the principle of their cause might engender. But the news, anticipating the speedy ending of the coal strike through the partial giving in of the miners, was something about which to feel a little more satisfied. Let it be plainly understood, right at the beginning of this reference to the coal strike business, that we are no means pleased that the miners have not been given more satisfaction. If they go back to work it will not be because they have gained what they were fighting so long for; it will be because they were beaten by the stronger economic weapons of the owners and the Government. They will have been forced back to work in just the same discontented frame of mind that preceded their coming out on strike; they will have failed. The only sequel to such an ending will be a repetition of the struggle when the workers are in better economic fettle to fight. This matter of settling labour disputes has been tinkered with long enough—there has been too great a desire to patch things up hastily instead of settling them on broad lines and principles that would have stood the test of time. Labour-organised labour—has come into the field of modern politics determined to take its rightful place and determined to secure for its members just and adequate participation in the rewards of industry. The sooner capitalists recognise that and the sooner it is recognised by Governments, the sooner shall we draw near to an era of industrial quiet and prosperity. The war between profits and wages must cease; there must be an adjustment of distribution—a partnership rather than the present arbitrary arrangement whereby profits come as the first and the welfare of the workers as the secondary consideration. And so it is that, whilst one welcomes the sign of coming activity in Britain's coal mines, there cannot be avoided a feeling of regret.

LATEST SINGAPORE NEWS.

A Stranded Opera Company.

(From Our Own Correspondent.)

Singapore, June 27.

The Royal Opera Company is completely stranded in Java in consequence of the failure of the organisers of the tour—Eastern Tours Limited, Calcutta—who are not providing passages to England. Thirty British artists are utterly without means, the Manager placing them at the disposal of the Dutch Emigration Authorities. The Dutch Indies press severely condemns the attitude of Eastern Tours Limited. The British Consul is taking action.

Philanthropic Company.

The Ryckman Company, the New York agents of the Straits philanthropist, Mr. Tan Kah Kee, has donated one thousand dollars gold to the Singapore China Relief Fund.

The Sugar War.

The Java Sugar Trust has practically abandoned all limits, accepting every bid. Transactions have taken place as follows:—Superior 11½, Channel 10½ and Muscavados 10½.

RULE OF THE ROAD.

Mr. Lammert's Prosecution Fails.

The summons brought by Mr. H. A. Lammert against Mr. T. H. King, Deputy Superintendent of Police, for causing an obstruction with No. 11 Police motor car, on the Repulse Bay road was again before Mr. R. E. Lindsell at the Magistracy on Saturday morning. Mr. Lammert was driving his motor car to Repulse Bay on the night of the 11th inst. Several other cars were proceeding in his direction, with Mr. King's car in the lead. Mr. Lammert alleged that car No. 11 was travelling at a slow speed and prevented him from passing throughout the drive, despite the fact that he communicated his intention to pass to Mr. King's driver by repeatedly sounding his klaxon. Mr. King argued that he was driving at a reasonable speed and Mr. Lammert had an opportunity to pass him if he wanted to do so. The complainant suggested that Mr. King's speedometer be tested and his Worship adjourned the summons for this purpose.

On Saturday His Worship asked Mr. D. H. Blake, who appeared for the complainant, if he wanted to address him on the legal aspects of the case.

Mr. Blake said that the summons was taken out under Section 17 of the Regulations, which read as follows: "The driver shall not allow his vehicle to obstruct another vehicle or a person on the road or a car on the tramway." Another regulation which was relevant to the case was Regulation 24, which stated "The driver shall drive on the left side of the road." A further regulation, which was hinted at by way of defence, was 19, which said that the driver should not drive his vehicle recklessly or negligently, at a speed or in a manner which was dangerous to the public, having regard to all the circumstances of the case, including the nature and condition of the road, the users of the road, and the amount of traffic to be reasonably expected. Mr. Blake then quoted legal authorities to contradict this, and cited a case, of which Mr. Blake gave the following as the outline. A motor lorry was passing down a highway and a motor car came up from behind and wanted to pass it. The driver of the lorry, for some reason best known to himself, pulled over to the right side of the road and waved to the motor car driver to pass. The latter accepted the invitation and passed on the left. Subsequently Police Court proceedings were instituted against the lorry driver for obstruction. He thought the point was whether under the rule of the road, the lorry driver should have kept to the near side of the road instead of pulling up on the right side. The judge in his judgment said "The gist of the offence is not allowing a free passage and that assumes that some other vehicle, which is

desirous of passing, is prevented from so doing by the fact that the vehicle in front is not keeping to its near side."

Mr. Blake strongly submitted that in this case, Mr. King's car undoubtedly did not swerve to the near side of the road and for this reason he did obstruct the prosecutor from passing and therefore there was an offence under Regulation 17. Mr. King's opinion that he might or might not be driving at the maximum safe speed was totally irrelevant, as his Worship was aware that there was no speed limit except in control areas. It was a matter of Section 19, of driving in a manner dangerous to the public, and this was the only point. If Mr. King had fulfilled the rule of the road and suffered damage thereby he had a civil right against the man who did him damage if the latter passed him recklessly. He might also lay a complaint before the Magistrate. But he was not entitled to hold up traffic because he thought he was driving quite fast, enough and therefore any person who passed him would break the regulation.

His Worship asked Mr. Blake if he agreed with the axiom that prevention was better than cure?

Mr. Blake: Prevention of what, your Worship?

Mr. Lindsell: If a police officer is driving at a reasonable speed it is up to him to prevent people from going at a rate more than the reasonable speed.

Mr. Blake disagreed on that point because it was a matter of evidence as to whether he was going too fast, and this was a matter for the prosecutor under a different section. In this case Mr. Lammert was driving himself and signalled to Mr. King to let him pass. Defendant said he gave his signal to Mr. Lammert to pass, but Mr. Lammert denied this.

Mr. Lindsell said Mr. King's evidence was that his chauffeur might have given the signal, but he did not see it.

Mr. Blake to Mr. King: Did you give complainant ample opportunity to pass?

Mr. King said his evidence was that Mr. Lammert had an opportunity to pass.

Mr. Blake: Was that in a control area?

Mr. King: No.

Mr. Blake said it was Mr. King's duty to keep to the left side of the road the whole time his client's car wanted to pass. This was the rule of the road, provided, of course, that the road was safe and that Mr. King was not interfering with other vehicles. The regulation of the Automobile Association was that if a driver was willing to allow another car to pass he should blow his horn and wave his hand. Mr. Lammert maintained that if he had had an opportunity to pass he would have done so. They were driving on the side of the road for a few seconds and did not give a car an opportunity to pass. As his Worship knew, the Repulse Bay road was

narrow in many places and the cars were a full opportunity to pass. Mr. Lammert would be obliged to try to stop by.

Mr. Lindsell asked Mr. Blake if he could carry the matter one step further. Supposing a car was going at a speed of 35 miles an hour would it have to allow another car, the speed of which was 40 miles, to pass?

Mr. Blake said this should be done. It was the rule of the road. If Mr. King were going at 35 miles an hour and Mr. Lammert tried to pass him at 40 miles and if there had been an accident arising therefrom from Mr. Blake) was sure that his client would have been blamed and held responsible for any damage. It was merely a question of fact. The question was whether or not Mr. King had obeyed the rule of the road by keeping to the left. If his Worship found that Mr. King did not give the signal to complainant to pass, his Worship would conclude that Mr. King did not intend to give his client an opportunity to pass and therefore he had caused an obstruction; a technical offence. But he had obstructed complainant and must be convicted.

His Worship: Do you wish to say anything, Mr. King?

Mr. King: This summons was for obstruction and not for not keeping to the left of the road or any other offence. After what fell from your Worship at the last hearing I propose this morning to call evidence only as to the correctness or incorrectness of my speedometer. If your Worship is not satisfied and wishes further evidence I am prepared to call a European who was in the back of car No. 11 on the night in question, and who would corroborate the evidence of both myself and my driver as to the possibility of passing by Mr. Lammert and as to the signal. I ask for an adjournment to call this European if your Worship is not satisfied. This morning I have had the speedometer of No. 11 tested by the Hon. Secretary of the Automobile Association and he is here to give evidence on that point.

Mr. Bavington, who made the test, said the speedometer of No. 11 registered two per cent more than the actual speed on the night in question.

Mr. Lindsell: I don't think I require further evidence. I am satisfied, Mr. Blake, that even if the fact is clearly proved or admitted I cannot consider it as an offence against the law if the driver of a car, proceeding at a reasonable speed, refuses to allow another car to pass. It may be a breach of etiquette of the road, but not a crime. To constitute an offence of obstruction in this sense there must be wilfulness, malice or negligence which may lead to obstruction. If a truck or ricksha coolie who pulls his vehicle on the tramline refuses to move when a tram overtakes it, that is the sort of case covered by obstruction. The summons must be dismissed.

Between Ourselves

"But if I want to talk about Ireland, nobody can prevent me from doing so."—Archbishop Mannix.

Words have a queer way of drifting from their original meanings. The word "prevent," for instance, means "to go before." It is a word built up as plainly as a word can possibly be constructed, out of a Latin verb which means to go, and a preposition which means ahead. This was the simple meaning of the word in the days of Shakespeare and the Puritans. The English prayer book asks that the grace of God may always prevent and follow us. One of the psalms tells us of a sorrowful singer who "prevented the dawning of the morning and cried." That does not mean that he cried so loud that the sun was afraid to rise, but that he woke before morning and wept. It has come about, and we may well be sorry for it, that the man who gets there first so often stops the other man from getting there at all, that we have come to use the word "prevent" not of going and of arriving first, but of impeding, whether one goes himself or not. Such a change in meaning could not have occurred in an ideally unselfish world: the man who got there first would be a helper of the next man to arrive. What a blessing it would have been, and what a fine comment on humanity, if "prevent" had come to mean "to help" in the sense of a person who has the advantage of using it for another's good! The change might quite as well have been of that sort.

But there is another change worth speaking of. The root "idio" is common in Greek and enters as a compound into our words "idiom," "idiomatic," "idiopathic" and others. Its meaning is "one's own" or "one's self." Naturally, our English derivatives from this root are not all adjectives and adverbs: there is a noun descriptive of the man who acknowledges no standards but his own, and seeks no other's welfare than his own. That word, as everyone knows, is "idiot." It means nothing more nor less than a completely self-centred person.

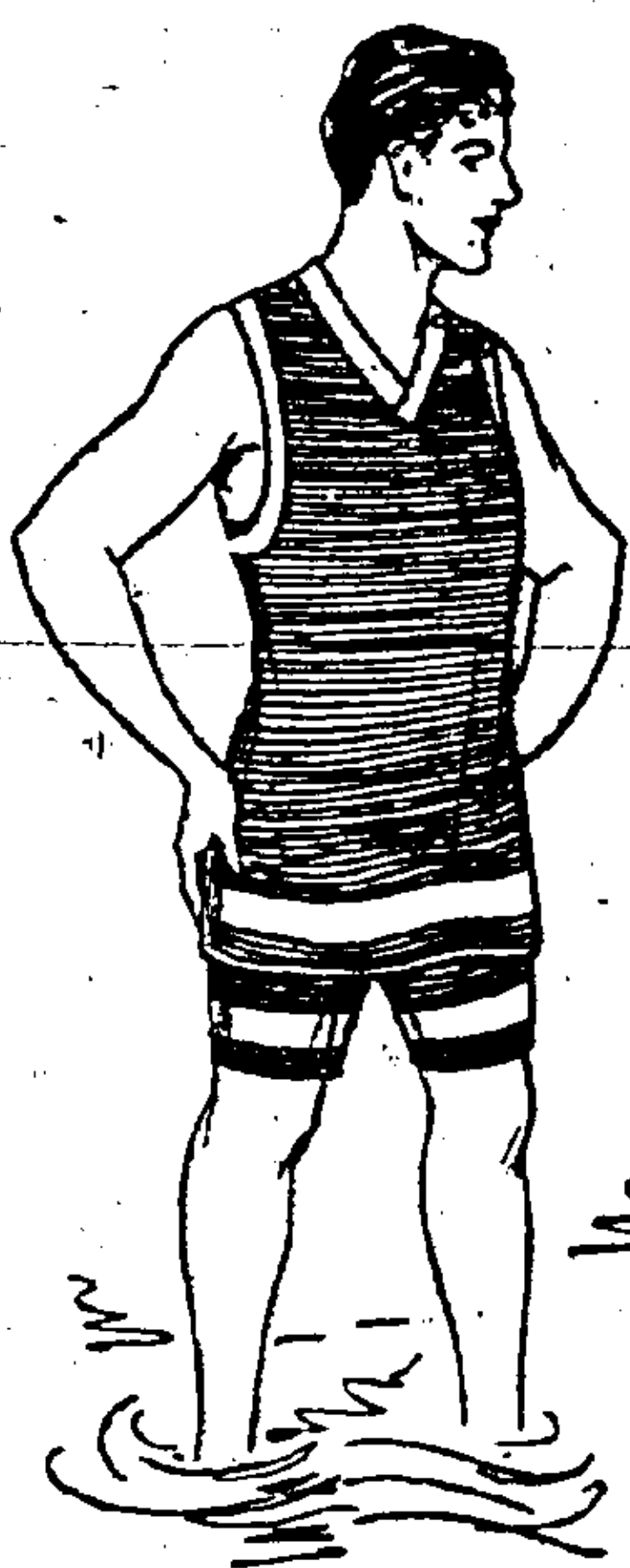
Now, it is interesting to see how this word has modified its meaning. The isolated man who lives the isolated life, the life of complete self-hood, cannot be that of a person of much learning; so, by Jeremy Taylor's day, the word idiot was used of ignorant persons; and he said that the Scriptures were good for the them as well as for the learned. But the word still changed, and by the time Blackstone wrote his great lawbook, he defined an idiot as "a natural fool that hath no understanding." Really, if you stop to think of it, that definition is not wholly strange. If one could find a man completely satisfied with himself, completely willing to learn nothing and receive nothing for anyone else, there would be some justice in maintaining that the change in the meaning of the word had done too great violence to its generic idea. A social world is no place for a completely self-centred man. W. R. D.

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YEE SANG FAT CO. BATHING SUITS

MANY NEW MODELS FOR
LADIES, GENTLEMEN & CHILDREN.



Our Bathing Suit
doesn't cost any more
yet it has a style about
it that's individual.

Our stock of Bath-
ing Suits is brimful of
the newest models. A
wide assortment of
all-wool Suits in most
attractive colour com-
binations that every-
body wants as well as
many plain colours.

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ing Suit be one from
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give satisfaction.

PRICES:

For LADIES,

\$2.75 to \$16.50 a suit.

For GENT'S,

\$2.75 to \$12.50 a suit.

For CHILDREN,

\$1.25 to \$4.00 a suit.

A LARGE ASSORTMENT
OF WHITE TENNIS SHOES
JUST ARRIVED

YEE SANG FAT CO.

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THE THEATRE.

Saturday's Successful Show.

In a highly creditable presenta-
tion of "Gypsy Love" at the
Theatre Royal on Saturday night,
the members of the Russian
Opera Company contributed
one of their principal successes.
Despite handicap of a foreign
tongue, the audience had no
difficulty in following the thread
of an interesting piece. Under
the able interpretation of the
Company "Gypsy Love" was a
very appealing story with the
principal characters at their best,
both as regards acting and sing-
ing. The costumes and scenic
effects were admirable, and every
song and dance was vociferously
applauded. It can be said with
confidence that if every item of
its repertoire was as good as the
one presented on Saturday night
the Russian Light Opera Com-

pany would be the possessor of a
reputation hardly excelled by any
other company of the character
hitherto visiting here.

THE VALUE OF GOOD SIGHT

cannot be over-estimated. Sight
stands for everything that is
valuable or enjoyable in life.
You cannot tell if your eyes are
right; you may see well yet
have defective eyes. If you wish
to have your eyes tested, the Re-
fracting Room of The Hongkong
Optical Co., Successors to Clark
& Co., Refracting and Manu-
facturing Opticians—the most
competent optical establishment
in South China—located in 53,
Queen's Road Central—is at your
service. They have the equip-
ment to test your eyes accurately.
Testing the sight and fitting
glasses is their specialty.

ON THE WATER FRONT.

To-Day's Interesting Items

New Coolie Passenger Service.

Inaugurating the coolie pas-
senger service of the Pacific
Steamship Company between
Hongkong and Java and Java
ports the steamer Glymont will
sail at 5 o'clock this afternoon
for Singapore with 411 coolie
deck passengers, it was announ-
ced this morning by the company.
The steamer Cadareta, also
operated by the Pacific Steam-
ship Company, is now in the
Taikoo drydock being altered to
meet the requirements of a
passenger vessel for this trade.
These two vessels carrying coolies,
will run in the service between
this port and Java by way of
Saigon and Singapore as formerly.
The success attending the use
of the Glymont and Cadareta in
this business appears to be
assured, it is announced, and if
expectations are fulfilled the two
other ships of the line—the Lake
Onawa and the Lake Farrar—
will be converted to suit the
needs of the trade.

The Cadareta will be ready
to enter the service about July 5
when she will sail from Hong-
kong. Running in conjunction
with the Glymont these vessels
will sail from this port monthly
carrying deck passengers. The
cargo sailings of the four ships
will be fortnightly as at present.
The total accommodation on the
Glymont is for 570 passengers.

Helena Arrives.

The United States gunboat
Helena arrived at Hongkong
yesterday on her way to Manila
from Vladivostok. The Helena,
which has on board naval men
returning to the Philippines, will
remain at Hongkong for a few
days. Commander Shoup is in
charge of the Helena. She
was formerly stationed in South
China waters. The usual salutes
were exchanged.

Interesting Visitor.

Mr. J. F. Marais, general agent
in the Far East for the United
States Shipping Board with head-
quarters at Manila, will arrive at
Hongkong on the China Mail
Steamer Nile to-morrow morning.
Mr. Marais, who is coming here
from Shanghai, is preparing a
special report on the operations
of the United States Shipping
Board in the Orient. He will be
in the Colony for only a few days
and will then leave for Manila.

Big Boat Due.

The American passenger steamer
Golden State, the liner in the trans-
Pacific service of the Pacific Mail
Steamship Company, will arrive
at Hongkong from San Francisco,
via Japan, Shanghai and Manila
on July 3. The vessel sailed
from Shanghai on June 24 for the
Philippine Islands port.

New Yaumati Ferries.

For those residents who have
occasion to make use of the Ya-
umati Ferry launches it will be
welcome information to learn that
there is a proposal on the part of
the company concerned to replace
the present small boats by larger
ferries, with provision for first-
class passengers on an upper
deck. The new boats will have a
length of 98 feet each. In con-
nection with the project there is
at present under construction a
new stone and reinforced con-
crete pier for the Hongkong side,
located at the end of Queen
Victoria Street, a few feet distant
from the present pier. The
duplication of this pier, which is
125 feet in length, will be under-
taken at the Yaumati end as soon
as circumstances can permit of
such work being started.

Nile Due To-morrow.

Due to arrive in the harbour at
daylight to-morrow morning is
the China Mail Steamship Com-
pany's steamer Nile from San
Francisco via Honolulu, Japan-
ese ports and Shanghai. The
vessel carries 35 first saloon, and
45 second saloon and 350 steerage
passengers. An important item
on her manifest is 257 bars of
silver and 17 boxes of gold con-
signed to the local banks.

The Korea Maru.

After having undergone ex-
tensive overhaul and boiler re-
pairs at Nagasaki the Toru
Kisen Kaisha steamer Korea
Maru was due to arrive at Hong-
kong shortly after 2 o'clock this
afternoon. The Korea Maru will
now re-enter the North Ameri-
can service sailing from this port
on Friday, July 1 at noon for San
Francisco via Shanghai, Nag-
asaki, Kobe, Yokohama and
Honolulu. Short stops will also
be made at Keelung and Shimizu
this trip to enable quantities of
tea for the American market to
be loaded.

DAIRY FARM NEWS.

JUST RECEIVED

GRUYERE CHEESE. . . \$ 1.30 per lb.
EDAM CHEESE. . . . \$3.50 per ball.
HADDOCKS. 70 per lb.
KIPPERS. 60 per lb.

THE DAIRY FARM, ICE & COLD STORAGE CO. LTD.

COMPANY MEETING.

Bank of East Asia, Ltd.

An extraordinary general meet-
ing of the Bank of East Asia,
Ltd., was held at its registered
office, No. 2, Queen's Road
Central, at 3 p.m., on Saturday.
The meeting was presided over
by Mr. Pong Wai Ting and there
were present the Directors of the
Company and a number of
shareholders.

The Chief Manager, Mr. Kan
Tong Po, having read the
notice convening the meeting,
The Chairman said:—Gentle-
men, you are called here to-day
to consider the following resolu-
tions in order to give authority
to your Directors to increase
the capital of the bank from two
million to ten million dollars.
Before I move the adoption of
these resolutions I desire to make
a few remarks showing the growth
of the bank since its opening.
The bank was organised and in-
corporated under the Hongkong
ordinances in November, 1913,
and opened for business in the
early part of January the next
year. As reflected in some of the
important alterations in the last
balance sheet, the bank has been
making remarkable progress
since that date. A branch was
established in Shanghai last
year, and another was opened in
Saigon recently. The Bank has
now secured its new premises in
Hongkong, which will be ready
for occupation next month. There-
fore, after careful consideration,
your Directors are of opinion that
the increase of the capital of the
bank is absolutely necessary in
view of the increased volume of
business of the bank and its policy
of establishing more branches in
the near future. Although your
Directors are seeking authority
to increase the capital to 10
million dollars they propose now
to issue shares up to 5 million
dollars only. With these few
remarks I beg to propose the ad-
option of the first resolution:—
That the Capital of the Com-
pany be increased to ten million
dollars by the creation of 80,000
shares of \$100 each divided into
five founder shares of \$100 each
and 79,995 ordinary shares of
\$100 each the ordinary shares
ranking *pari passu* as from the
date of allotment (proportion of
interest and dividend in respect
of the same for financial year
being calculated and payable
from the date of allotment only)
with the existing ordinary shares
in the Company and the Founder
shares ranking *pari passu* as
from the date of allotment (pro-
portion of interest and dividend
in respect of the same for the
financial year being calculated
and payable from the date of
allotment only) with the existing
founder shares in the Company."

This resolution, on being
seconded by Mr. Fung Ping
Shan, was unanimously carried.
The Chairman then proposed
the second resolution:—
That the Agreement dated
the 21st day of May 1921, made
between Kan Chin Nam of the
first part, Fung Ping Shan of the
second part, Peter Kingkong Kwok
of the third part, Ng Ching Luk
of the fourth part and Huiyeh
Tsi of the fifth part, Fung Wai
Ting, Li Tse Fung, Chan Ching
Shek, Kan Tong Po, Chow Shou
Son, Kan Ying Po, Li Koon Chun,
Wong Yun Tong and Mok Oning
Kong of the sixth part, and the
Bank of East Asia, Ltd., of the
seventh part be and the same is
hereby adopted, ratified and
confirmed and the Directors be
and are authorised to dispose of
the five new founder shares and

the 12,500 new ordinary shares
in the said agreement referred
to in manner provided for in the
said Agreement."

This resolution, on being
seconded by Mr. Chow Shou Son
was unanimously carried.

The Chairman then proposed
the third resolution:—

That out of the remaining
67,495 new ordinary shares the
Directors be and hereby are
authorised to dispose of 17,
495 shares at such times to such
person or persons and upon such
terms as the Directors may think
fit."

This resolution on being
seconded by Mr. P. K. Kwok was
unanimously carried.

The Chairman then proposed
the fourth resolution:—

That should the Directors
in their absolute discretion be of
the opinion that the financial
position of the Company shall
warrant it the Directors be
and are authorised on the 30th
day of June, 1931, to place a sum
of \$500,000 out of the profits of
the Company to the Reserve
Fund thereby increasing the
Reserve Fund to \$1,000,000 and
at such time as the Directors
shall deem advisable to capitalise
the same and declare a bonus of
\$50 per share on the shares of the
Company at present issued and
to satisfy such bonus by distribu-
tion amongst the persons who
are registered as holders of the
present issue of \$100 shares in
the Company on a date to be
hereafter settled by the Directors
of the ordinary \$100 shares of the
Company credited as fully paid
up (being part of the aforesaid
17,495 new ordinary shares) in
respect of every two shares of the
Company held by such persons as
aforesaid and in satisfaction of
such aforesaid bonus."

This resolution on being
seconded by Mr. Fok Foo Ting
was unanimously carried.

The meeting concluded with
the remark of the Chairman that
according to the Articles of the
Company no confirmatory meet-
ing was required in regard to the
resolutions passed at this
meeting.

CANTON NEWS.

At a meeting of the Pro-
vincial Assembly to con-
sider the fighting between the
two Kwangsi, it was decided to
advise the Kwangsi Provincial
Assembly to insist on the military
to cease fighting, to protect the
original boundary, and to cultivate
self-government.

President Sun Yat-sen has order-
ed that Ma Kwan-mu (Secretary
of the Palace) be the Civil
Governor and Hsu Shung-chu to
be the Commander-in-Chief of
Kwangsi. A communication to
this effect has been sent to Gen
Chan King-ming.

With flags flying and bands play-
ing, nearly ten thousand people
marched in a monster parade
as a demonstration in favour of
the campaign against the
Kwangsi invaders. More than
five hundred people from Hong-
kong, representing various
organisations, purposely came
to join in the parade.

TYPHOON WARNING.

The telegram quoted below
was received by the American
Consulate General, Hongkong,
from the Manila Observatory at
7 p.m. on Saturday:—

Low-pressure area extending
from the China Sea to the Pacific
across Northern Luzon and the
Balintang Channel. A real
typhoon may develop later.

J. T. SHAW

TEL. 652

AERTEX CELLULAR UNDERWEAR

THE MOST COMFORTABLE FORM
OF UNDERWEAR EVER INVENTED.
IDEAL FOR PRESENT WEAR. MEDI-
CALLY RECOMMENDED. STOCKED
IN THE FOLLOWING QUALITIES.

933. VESTS, SHORT SLEEVES
DRAWERS KNEE LENGTH

1616.

1989.



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FOR PRESENT WEAR

IN WITH
LISLE. OR
SILK. WITHOUT
CASHMERE CLOCKS.

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"PHOENIX" & "MONITO"

SILK HOSIERY.

THE ABOVE HAVE RE-INFORCED
TOES, HEELS, AND FEET.

ALL SIZES — ALL COLOURS.

HIGH CLASS HOSIERS.

COLUMBIA

GRAFONOLAS.

NEW SHIPMENT
JUST RECEIVED.

ANDERSON'S

(THE COLUMBIA SHCP)

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CALDBECK'S MANHATTAN
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Sirdir Lime Juice Cordial

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THINK OF
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OF
MACARONI, VERMICELLI, PASTE
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FRENCH LESSONS.

G. MOUSSON.

15, Morrison Hill Road.

CAMERA NEWS



ABOVE, DR. WIRTH, RIGHT, AND GUSTAV BAUER AT LEFT. BELOW, EUGENE SCHIFFER, LEFT; ROBERT SCHMIDT, CENTRE, AND HERR GEISBERTS.

Five of the leading members of Germany's new cabinet are shown above. Dr. Wirth, who formed the cabinet, is chancellor and foreign minister. The other four members whose pictures appear and their posts are: Gustav Bauer, vice chancellor; and minister of the treasury; Herr Schiffer, minister of justice; Robert Schmidt, minister of labour; and Herr Geisberts, minister of posts and telegraphs.

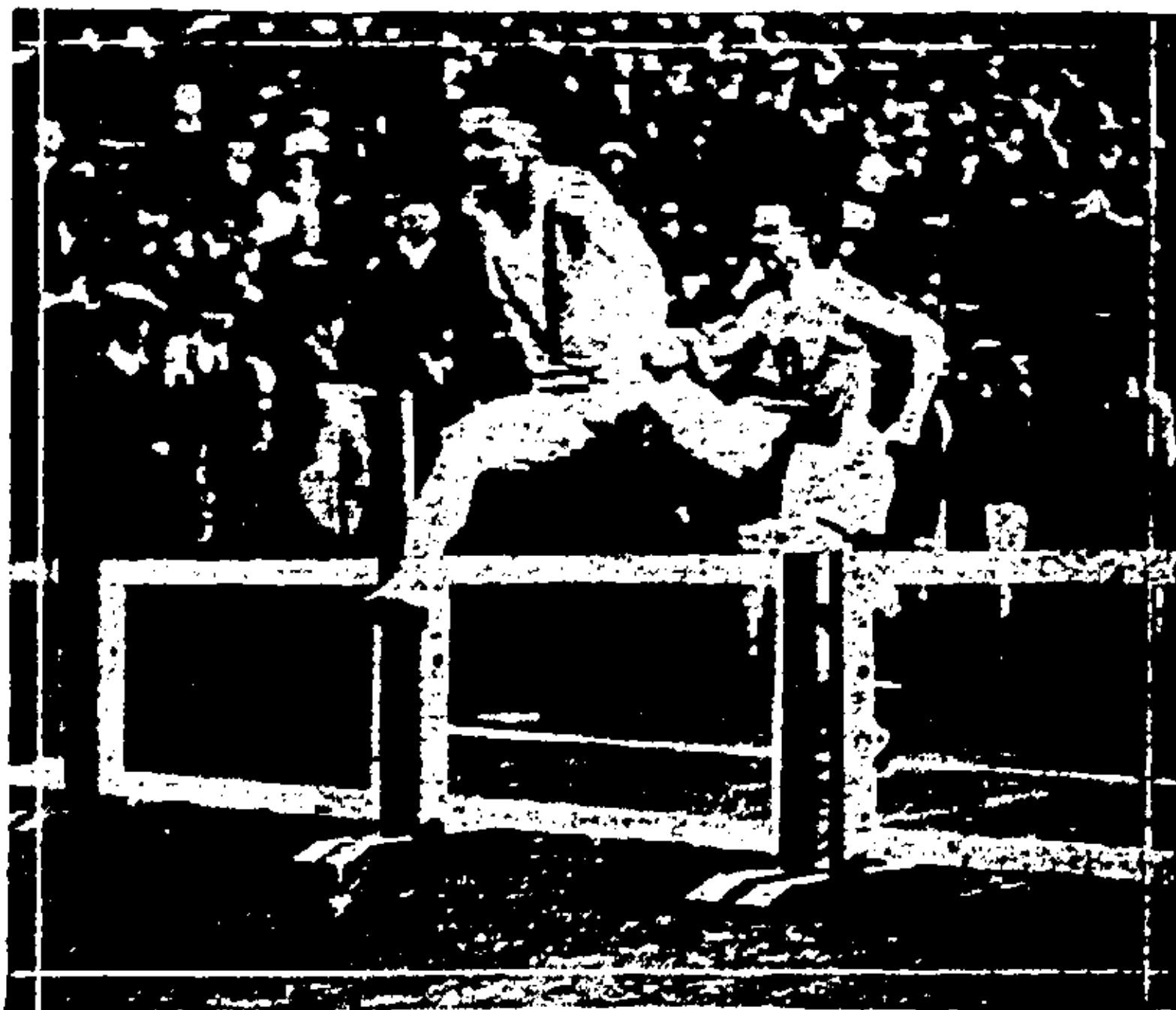


A SCENE FROM SOVIET RUSSIA.

Detachments of Budenny's famous cavalry parading through the Red Square, Moscow. In the background is seen the former Duma building, now serving as a historical museum.



Great crowds turned out in Tokyo, hoping for a glimpse of the Mikado, when it was announced he would return from Hayama, where he spent the winter. But they were disappointed—all they saw was his carriage and that from a distance as police kept the crowds back.



At the Inter-Collegiate Championship Races at Pennsylvania, April 30, A. Desch, of Notre Dame University, made a new world's record, of 53.4-5 seconds in the 440 yard hurdle race.



This is one of the "destruction factories" in Berlin. War materials are being broken up in accordance with disarmament provisions of the peace treaty. Workmen are shown smashing up rifles.

DOINGS OF THE DUFFS

Tom Was Deeply Impressed

BY ALLMAN



NOTICE

AMERICAN EXPRESS COMPANY.

Established America 1841 Europe 1891.

HEAD OFFICE:— NEW YORK CITY.

WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

ANTWERP	GLASGOW	OSTEND
ATHENS	GOTHENBURG	PARIS
BARCELONA	HAMBURG	PETROGRAD
BASLE	HAVANA	RIO DE JANEIRO
BERLIN	HAVER	ROTTERDAM
BORDAUX	KOBE	ROME
BREMEN	LIVERPOOL	SOUTHAMPTON
BRUSSELS	LONDON	SHANGHAI
BUNOS AIRES	LYON	STOCKHOLM
CAIRO	MANCHESTER	TIENTSIN
CHRISTIANIA	MARSEILLES	TORONTO
COPENHAGEN	MONTREAL	VALPARAISO
COBLENZ	NAPLES	WINNIPEG
CONSTANTINOPLE	NICE	YOKOHAMA
EDINBURGH		ZURICH
GENOA		

In Process of Organization.

ALEXANDRIA	CALCUTTA	SINGAPORE
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BOMBAY	PEKING	

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YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER.
Hongkong.

THE URGIA EXPEDITION.

Chinese Surrender to Mongols.

Information has been received to the effect that the town of Pangkiang of Mongolia, where the Chinese troops were on guard, was captured by the Mongolian troops on the 10th inst. The Chinese expeditionary troops, who have advanced as far as Pangkiang, have not so far received payment of their wages,

and there is much dissatisfaction among them.

When ordered to advance, the malcontents rose in revolt and getting in touch with the Mongolian troops, surrendered to them. The event practically means the failure of the expeditionary scheme so far framed by the Peking Government. How Marshal Chang Tso-lin who has been charged with the suppression of the Mongolian rebels, will deal with the situation, is being watched with no small interest.

FROCK OF FINE LINEN.



A frock that combines all the advantages of coolness, simplicity and charm is this dress of handkerchief linen in pearl gray. The frilled collar and cuffs are of white organdie. The cash tied at the back adds a much-to-be-desired touch of youthfulness.
 Worn with a gray sash in l and a gray pumps and stockings the effect will be charming.

PORT INTELLIGENCE.

The following shipping and mail intelligence has been corrected to noon to-day—

Vessel	Agents	From	Moorings
Szechuan	R. A. S.	Canton	
Guikang	J. M. & Co.	Shanghai & Swatow	
Tung Shing	J. M. & Co.	Shanghai & Swatow	
Glengyle	J. M. & Co.	Bombay & Singapore	
Hai Hong	P. & O. S. N. Co.	Singapore	
Dhawan	Song Seng Hong	Bombay & Singapore	
Esperanza	Strathairn & Dixon	Bombay & Singapore	
Hong Hwa	A. P. C.	Bombay & Singapore	
Arctura	J. G. J. L.	Bombay & Singapore	
Palembang	Kai Y.	Bombay & Singapore	
Van Chou	E. Y. Fleet	Bombay & Singapore	
Jada	Nemaroo & Co.	Bombay & Singapore	
Georgii	O. S. E.	Bombay & Singapore	
Koban M.	M. B. K.	Bombay & Singapore	
Himalaya M.	O. M. S. N. Co.	Bombay & Singapore	
Gen Mei M.	Wai Navigation	Bombay & Singapore	
Kwangshai	Dodwell & Co.	Bombay & Singapore	
Shan Cheong		Bombay & Singapore	
Ning Chow		Bombay & Singapore	
Hwah Wu		Bombay & Singapore	

Clearances.

Vessel	Agents	Where Bound	Departure
Dhawan	P. & O. S. N. Co.	Shanghai	27th June
Ningchow	East Nav. Co.	Canton	
Shun Cheong	W. Y. Lee	K. C. Wan	
Georgii	R. V. Fleet	Whampoa	
Tung Shing	J. M. & Co.	Canton	
Glengyle	J. M. & Co.	Singapore	16th June
Li Sang	B. & S.	Bangkok & Liverpool	
Kan Chow	Pak Kong S. N. Co.	Shanghai	
Wa Sun			

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Fookiang	J. M. & Co.	Canton	28th June
Syria	P. & O.	Japan	28th
Hai Hong	D. L. Co.	Fuechow	28th
Lokang	J. M. Co.	Hankow	28th
Nile	C. M. Co.	Singapore	28th
Sinkiang	B. & S.	Bangkok	28th
Kanchow	R. A. S.	Swatow	28th
Chungking	J. M. & Co.	Singapore	28th
Tung Shing	J. M. & Co.	Singapore	28th
Li Sang	B. & S.	Bangkok & Liverpool	28th
Kan Chow	Pak Kong S. N. Co.	Shanghai	28th
Wa Sun			28th
Syria	P. & O.	Japan	28th
Hai Hong	D. L. Co.	Fuechow	28th
Lokang	J. M. Co.	Hankow	28th
Nile	C. M. Co.	Singapore	28th
Sinkiang	B. & S.	Bangkok	28th
Kanchow	R. A. S.	Swatow	28th
Chungking	J. M. & Co.	Singapore	28th
Tung Shing	J. M. & Co.	Singapore	28th
Li Sang	B. & S.	Bangkok & Liverpool	28th
Kan Chow	Pak Kong S. N. Co.	Shanghai	28th
Wa Sun			28th

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Eastern	P. & O.	Japan	27th
Korea M.	T. K. K.	Nagasaki	27th
Syria	P. & O.	Singapore	27th
Nile	C. M. Co.	Shanghai	27th
Sinkiang	T. K. K.	Yokohama	27th
Hai Hong	A. & O. Lin	New York	27th
Glengyle	P. & O.	Calcutta	27th
Himalaya M.	P. & O.	Shanghai	27th
Gen Mei M.	P. & O.	Singapore	27th
Kwangshai	P. & O.	Swatow	27th
Shan Cheong	P. & O.	Bombay	27th
Ning Chow	P. & O.	Bombay	27th
Hwah Wu	P. & O.	Bombay	27th
Wa Sun	P. & O.	Bombay	27th

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods	Free	Claims	Examination
Syria	A. & O. Lin	Hon. Shau	June 27	July 20	June 25
Korea M.	N. Y. K.	Kowloon	July 1	July 4	Tues. & Friday
Glengyle	J. M. Co.	Kowloon	July 2	July 25	July 2
Himalaya M.	O. S. K.	Kowloon	July 1	July 5	Wed. & Sat.
Gen Mei M.	O. S. K.	Kowloon	July 3	July 7	Wed. & Sat.
Kwangshai	J. M. Co.	Kowloon	July 4	July 7	June 30
Shan Cheong	S. & D.	Kowloon	July 4	July 7	June 30
Ning Chow	S. & D.	Kowloon	July 4	July 7	June 30
Hwah Wu	S. & D.	Kowloon	July 4	July 7	June 30
Wa Sun	S. & D.	Kowloon	July 4	July 7	June 30

POST OFFICE NOTICES.

GENERAL HOLIDAY.

The General Post Office will be open on Friday, the 1st July, from 8 a.m. to 9 a.m. only. There will be one delivery and one collection of ordinary correspondence on that day. The Money Order Office will be entirely closed. The District Office will be open from 8 a.m. to 9 a.m. with the exception of Kowloon Office which will be open from 8 a.m. to 9 a.m. only and Sheungwan Office which will be open from 8 a.m. to 9 a.m. and from 5 p.m. to 8 p.m. There will be one delivery from District Offices at noon.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Europe via Suez (Newspapers only)	Nile	26th June
London (19th May)	Nile	26th
U.S.A., Japan & Shanghai	Nile	26th
Shanghai & Straits	Yehwhi M.	2nd July

OUTWARD MAILS.

For	Per	Date
Syria & Bangkok	Kan Chow	Tues. 28 inst. 9 a.m.
Syria & Bangkok	Chun Sang	Tues. 28 inst. 9 a.m.
Syria & Bangkok	Van Chow	Tues. 28 inst. 10 a.m.
Syria & Bangkok	Sinkiang	Tues. 28 inst. 11 a.m.
Syria & Bangkok	Hai Hong	Tues. 28 inst. 11 a.m.
Syria & Bangkok	Fook Sang	Tues. 28 inst. 2 p.m.
Syria & Bangkok	Li Sang	Tues. 28 inst. 5 p.m.
Syria & Bangkok	Hong Hwa	Tues. 28 inst. 5 p.m.
Syria & Bangkok	Tung Shing	Wednes. 29 inst. 9 a.m.
Syria & Bangkok	Eastern	Wednes. 29 inst. 9 a.m.
Syria & Bangkok	Nile	Wednes. 29 inst. 9 a.m.
Syria & Bangkok	Yehwhi M.	Thurs. 30 inst. 9 a.m.
Syria & Bangkok	Yehwhi M.	Thurs. 30 inst. 11 a.m.
Syria & Bangkok	Yehwhi M.	Thurs. 30 inst. 11 a.m.

*Correspondence bearing vessel's name only.

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ASIA BANKING CORPORATION.

(AN AMERICAN BANK)

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HEAD OFFICE FOR THE ORIENT: SHANGHAI.

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All descriptions of banking business transacted.
 Interest allowed on Current Accounts, Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or France.
 American Bankers Association and Guaranty Trust Company of New York Travelers Cheques sold by us.
 Payable throughout the world.
 D. M. BIOGAR,
Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital \$50,000,000. Paid up Capital 12,279,800.00. Reserve Funds 8,607,678.00.

HEAD OFFICE: PEKING.

HONGKONG BRANCH: 20/21 Connaught Road Central.

Branches and Sub-branches all over China and Correspondents in Japan, New York, San Francisco, Singapore and Manila.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank, and the Equitable Trust Company of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months 3% per annum.

For 6 months 4% per annum.

For 12 months 5% per annum.

TSUYER PEI,
Manager.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:—

No. 2 Queen's Road Central, HONGKONG.

Established 1919.

PAID-UP CAPITAL: \$1,000,000.

RESERVE FUND: \$500,000.

DIRECTORS:—

Mr. Fong Wah Tung, Chairman.

Mr. Lee Keng Po, Vice-Chairman.

Mr. Lee Keng Po, Vice-Chairman.

Mr. Lee Keng Po, Vice-Chairman.

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Mr. Lee Keng Po, Vice-Chairman.

Mr. Lee Keng Po, Vice-Chairman.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE HONGKONG.

Paid-up Capital: \$1,000,000.

Reserve Funds: \$1,000,000.

Starting: \$1,000,000.

Silver: \$1,000,000.

Reserve Liability of Proprietors: \$1,000,000.

CORP. DIR. DIRECTORS:—

G. T. M. Edin, Esq., Chairman.

G. T. M. Edin, Esq., Chairman.

G. T. M. Edin, Esq., Chairman.

G. T. M. Edin, Esq., Chairman.

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Hongkong to England
Shanghai, Nagasaki, (Mitsui Kasei, Yokohama, Vancouver & Montreal)

FROM HONGKONG	DATE	ATLANTIC	FROM CANADA	DATE
Y. Japan	July 13	E. France	Aug. 13	Aug. 19
E. Asia	July 21	E. France	Aug. 13	Aug. 19
E. Russia	Aug. 18	E. Britain	Sept. 10	Sept. 16
Montevideo	Aug. 23	Melita	Sept. 25	Oct. 21
E. Asia	Sept. 15	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	Oct. 18	Oct. 25
E. Russia	Oct. 15	Nov. 19	Nov. 11	Nov. 20
Montevideo	Oct. 26	E. Britain	Nov. 26	Dec. 4

Other Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Trans-continental Trains Daily.

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VIA SHANGHAI THE ISLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN"

Steamer	From	Leave Hongkong	Steamer	To	Leave Hongkong
KOREA M.	20,000	July 1	TAITO M.	22,000	Aug. 12
SHINTO M.	22,000	July 15	SIBERIA M.	20,000	Aug. 27
PERSEA M.	9,000	July 30	TENYO M.	22,000	Sept. 9

* Calling at Dairen. * Omitting Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MULLENDO, ARICA & IQUIQUE.

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GINTO MARU 16,500 Aug. 15th.

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STRUTHERS & DIXON, INC.

GREEN STAR LINE

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD.

TO MANILA.

"WEST HENSHAW" 6th July.

TO LOS ANGELES & SAN FRANCISCO (via HONOLULU).

"WEST ISLIP" 7th July.

TO VANCOUVER & SEATTLE (via MANILA).

"WEST ISON" 20th Aug.

Also, cargo accepted for transshipment at San Francisco

and or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE & PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. and Canadian

Overland Common Points.

HONGKONG OFFICE—1 floor, Portrell & Building, 12, Des Voeux St. Tel. 1103.

PACIFIC SHIPPING.



DOLLAR LINE



SAILINGS FROM HONGKONG

FOR NEW YORK & BOSTON.

STEAMERS. SAILING DATE.

"ROBERT DOLLAR" ... VIA SUEZ ... JULY 10TH.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING
THIRD FLOORTEL. 792.
793.

Operating following U.S. Shipping Board Steamers.

PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

From Hongkong	Arrive Seattle
S.S. Wheatland Montana	July 20
S.S. Silver State	Aug. 13
S.S. Crosskeys	Aug. 15
S.S. Keystone State	Sept. 2
S.S. Wenatchee	Oct. 2

FOR PORTLAND DIRECT.

Calling Shanghai, Kobe & Yokohama.

S.S. Coaxet July 22.
Through Bills of Lading issued to Overland common points
Passengers and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor Hotel Mansion

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

"CADAREITA" Sailing Aug. 3.

FREIGHT ONLY.

FOR SAIGON-SINGAPORE-JAVA PORTS.

"LAKE ONAWA" Sailing Aug. 3.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor Hotel Mansions.

Tel. 2477 & 2478.

PASSENGER OFFICE.

Queen's Bldg. 2, Ice House St.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. BELLFLOWER July 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC.,
THE ADMIRAL LINE

AGENTS. Telephones 2477 & 2478. 5th floor, Hotel Mansions.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.
(Royal Packet Navigation Co. of Batavia)
THE STEAMSHIP:

"VAN CLOON"

will be despatched to

Singapore, Belawan-Deli direct.

28th of June.

This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN.

Telephone No. 1574.

Agents.

PACIFIC SHIPPING.

NEW YORK DIRECT

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong.

"DORCALION" ... via Suez Canal ... 3rd July.

"CITY OF NORWICH" ... via Suez Canal ... 15th July.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTONVERNEEIGDE NEDERLANDSCHE SCHEEPVAART
MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
BRIELLE	July	Rotterdam & Hamburg	20th July
RADJA	August	Amsterdam & Hamburg	15th Aug.
TJIMANOEK	September	Rotterdam & Hamburg	15th Sept.
ALDERAMIN	October	Amsterdam & Hamburg	15th Oct.

For full particulars please apply to

JAVA CHINA-JAPAN LYN

General Agents,
York Building.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELE-

GRAPH COMPANY, LTD.

The following Unclaimed Tele-

grams are lying here—

Mateud Ryosaburo, from Kobe.

Hochinmo, from Shimotsu-

radio.

Cheongsing, from Hankow.

Huekungui, 135 Desvoeux

Road West, from Shanghai.

Register Address 1935, from

Tientsin.

Kwanglongwoo Wensyikai (2),

from Shanghai.

Register Address 622, from

Shanghai.

Wangcheong, from Kobe.

Suenchonghai, from Shanghai.

Kwongsangchong, from Tsing-

tan.

Dailor, from Shanghai.

Leongwunhuw 11 Hinghorn

Road, from Shanghai.

Kwang-tong Chungkwokkai

Central, from Shanghai.

Lengchiyue Pingonchan,

from Shanghai.

Sawkaheng 82 Desvoeux, from

Amoy.

TH. KRING.

Superintendent.

Hongkong, June 23, 1921.

EASTERN EXTENSION AUSTRAL-

ASIA & CHINA TELEGRAPH CO.

Stanley Grace c/o American

Consulate, from Shanghai.

Vice Consul Hankow Shwebbo,

from Amritsar.

Jaharco, from Sydney.

Mallocksingh Inch Coy Deck

Passenger, c/o Jardine Matheson,

from Singapore.

Nawabally Jail Guard No

eighty-eight, from Sheknapura.

Teak, from London.

Unfilman, from Singapore.

M. E. F. AIREY.

Superintendent.

Hongkong, June 23, 1921.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

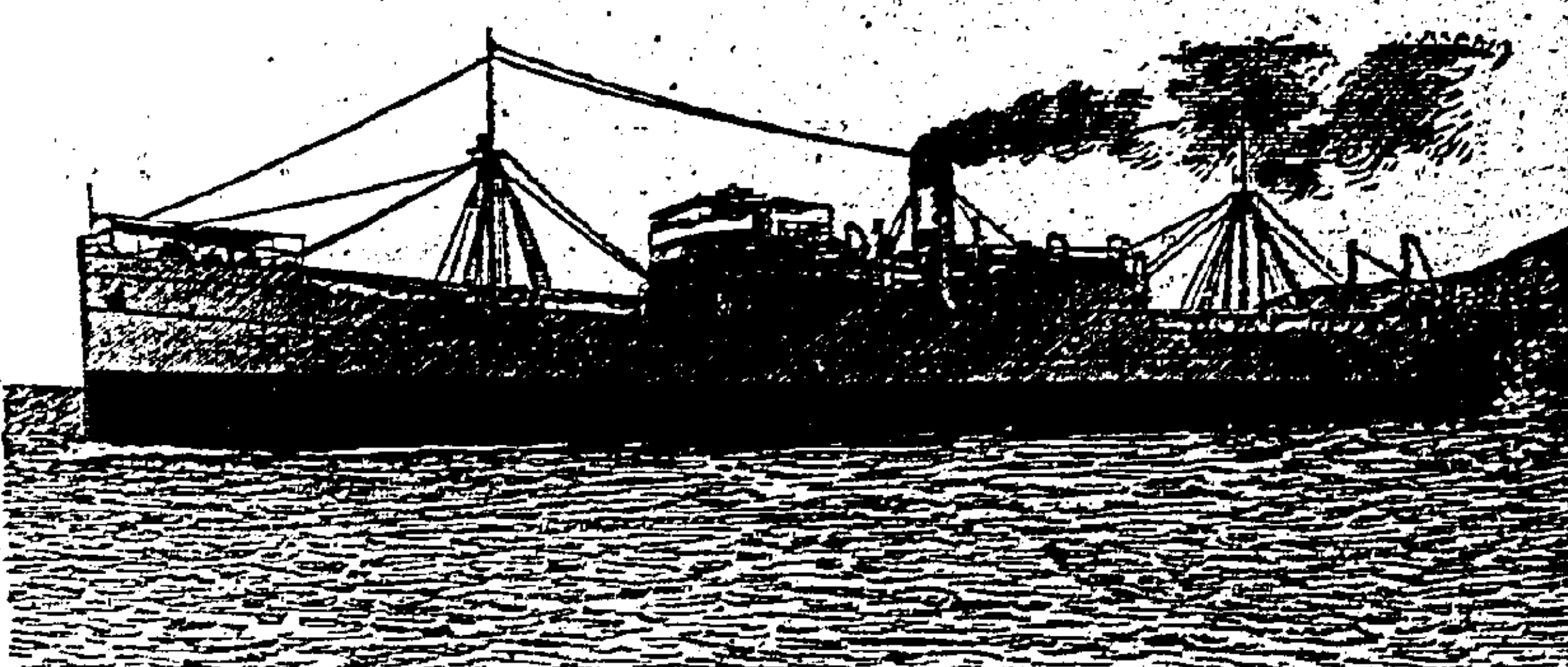
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

[Codes Used: A1: A.B.C. Fifth Edition Engineering, First and Second Edition:

Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATELOS" (ex "WAR TROOPER") 8,240 tons D.W. 5,135 tons

Built and engaged by The Hongkong & Whampoa Dock Co., Ltd.

to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S., M.I.N.A., KOWLOON DOCK HONGKONG

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER STEAMERS
"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO SAN FRANCISCO.

via Shanghai, Japan Ports and Honolulu.

S.S. NILE S.S. CHINA S.S. NANKING

July 15th Aug. 9th

HONGKONG TO MANILA.

S.S. NANKING 30th August.

HONGKONG TO SINGAPORE.

S.S. NILE S.S. CHINA

June 29th, at 3 p.m. July 22nd.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San

Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, FRIGATE & PASSENGER AGENTS,
PRINCE'S BUILDING,
TELEPHONE, PASSENGER DEPT.
No. 1934.FRIGATE & PASSENGER AGENTS,
ICE HOUSE STREET,
TEL., FRIGATE DEPT. & AGENT.
No. 2161.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.(COMPANIES INCORPORATED IN ENGLAND)
TRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.**PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hong-kong (about)	Destination
DILWARA	5,400	9th July	S'pore, Colombo & B'bay.
SYRIA	7,000	23rd July	M'les, London & Antwerp.
KALYAN	9,000	6th Aug.	M'les, London & Antwerp.
MANELA	7,300	19th Aug.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TORRILLA	5,300	13th July	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,500	29 June noon	Calcutta via Singapore, Penang & Rangoon.
KANOWNA	7,000	25th July	Calcutta via Singapore, Penang & Rangoon.

SAILINGS TO SHANGHAI & JAPAN.

DILWARA	5,400	27 June 10 a.m.	Shanghai only.
SYRIA	7,000	28th June	Shanghai & Japan.
KALYAN	9,000	5th July	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Passes Mailing not more than 24h. X 1/2. X 1/4 will be received at the Company's Office up to noon on the day previous to sailing.For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
Agents.

22, Des Voeux Road Central.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Omitting Manila) Tuesday, 12th July, at 11 a.m.

SUWA MARU Friday, 29th July, at 11 a.m.

FUSHIMI MARU Friday, 9th Sept. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

KAGA MARU Friday, 8th July, at 11 a.m.

YOKOHAMA MARU Saturday, 31st July, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

TSUYAMA MARU First half of July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU Tuesday, 19th July, at 11 a.m.

AKI MARU Tuesday, 16th Aug. at 11 a.m.

NEW YORK VIA PANAMA.

TAKETOYO MARU (via Suez) Beginning of July.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU Friday, 16th September.

BOMBAY & COLOMBO via Singapore.

CALCUTTA MARU Thursday, 30th June.

TOTOI MARU Thursday, 7th July.

CALCUTTA & RANGOON via Singapore & Penang.

MURORAN MARU Monday, 11th July.

JAPAN PORTS—Yokohama, Kobe & Yokohama.

AKI MARU Sunday, 17th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YEBOSHI MARU Sunday, 3rd July.

MISHIMA MARU Thursday, 7th July, at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA.**
S. YASUDA, Manager.

Telephone Nos. 292 & 293.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Childar	Java	in port	1st July	Java
Tjipanas	Java	30th June	—	—
Tjibodas	China Ports	4th July	8th July	Belawan, Deli, Java
Tjisalak	S'hai Japan	15th July	19th July	Java
Tjibeoet	Java	15th July	21st July	Japan

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

**ALSO OPERATING
JAVA PACIFIC LIJN.
NEXT SAILING.**

Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas	Java	End of June	—	San Francisco

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the
Java-China-Japan Lijn.Telephone No. 1574.
York Buildings

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.Regular Sailings to
NEW YORK and/or BOSTON.

Via Suez or Panama Canals at Owner's Option.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "CILICIA" Sailing on or about 10th August.

Cargo only.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.Regular Passenger and Cargo Service to
South African Ports from Calcutta & Colombo.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030. Agents.

**AUSTRALIAN
ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	In Hongkong	—

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA & STRAITS**TO
UNITED KINGDOM & CONTINENT.**LONDON, GLASGOW, ROTTER-
DAM & HAMBURG. "City of Brisbane" 10th July

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
M.V. "GLENLUCE"	2nd July.
S.S. "GLENSHANE"	10th July.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENLYLE"	5th July.	GENOA, LONDON & HULL.
"GLENLUCE"	25th July.	LONDON, ROTTERDAM & H'BURG.
"GLENNAVY"	25th July.	GENOA, LONDON & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3695

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" Sailing on 30th June.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.Agents.
113, Connaught Road Central.

Tel. 3307.

COASTAL SHIPPING.**INDO CHINA STEAM
NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

Destination	Steamer	Sailing
STRAITS & Calcutta	Fooksang	Tues., 28th June at 3 p.m.
HAIPHONG via Hoibow Loksang	—	Tues., 28th June at 8 a.m.
BANGKOK via Swatow Chunsang	—	Tues., 28th June at 10 a.m.
KOBE & Shanghai	Laisang	Wed., 29th June at 4 light.
S'hai & Tiau via S'hai Tungshing	—	Wed., 29th June at 10 a.m.
SANDAKAN	Yanis	Thur., 30th June at noon.
MANILA	Wingsang	Fri., 1st July at 3 p.m.

CALCUTTA LINE:—This Line new affords regular sailings to Calcutta, Penang and Singapore; Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE:—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "FOOKSANG" will be despatched on or about Tuesday, 28th June, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

For	Steamers	To Sail
SWATOW & BANGKOK	Kanchow	28th June at 10 a.m.
SEANGHAI & PUKOW	Singhaeng	28th June at noon.
AMOI & SHANGHAI	Sanning	30th June at 4 p.m.
SHANGHAI & TSINGTAO	Chuan	2nd July at 9 a.m.
H'HOW, PHOI & H'PHONG	Kalong	3rd July at 4 p.m.
SHANGHAI & PUKOW	Szechuen	7th July at noon.
SHANGHAI	Soochow	9th July at 4 p.m.
SHANGHAI & TSINGTAO	Yingchow	9th July at noon.
SHANGHAI & PUKOW	Shantung	12th July at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'low.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 36.

Hongkong June 27, 1921.

DOUGLAS STEAMSHIP CO. LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Halhong	W. O. Farnmore	TUES, 28th June at noon.
Haiching	A. H. Stewart	Fri, 1st July at noon.
Hailong	W. Couper	TUES, 5th July at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas LaPrak & Co.,

General Managers.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service

between

JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

F R JAVA.

Ports of call:—Batavia, Samarang, Sourabaya, Macassar and Bala Japan.

S.S. "Cheribon Maru" Sailing on or about 4th July.

FOR JAPAN.

Ports of call:—Woji, Kobe, Osaka and Yokohama.

S.S. "Macassar Maru" Sailing on or about 28th June.

S.S. "Samarang Maru" Sailing on or about 17th July.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraph.

For further particulars please apply to—

K. SUZUKI,

Manager.

No. 5, Queen's Road Central.

SHIPPING NEWS.

At the general meeting of the N. Y. K. Co. at Tokyo, one of the shareholders, in view of the financial condition of the company, stated that recourse should be had to the reserve fund and a 30 per cent dividend paid, in order that the value of the shares might be maintained. He also impeached the staff of the company in regard to the directors' hands of Y362,000, declaring that it set at naught the private agreement which was entered into by the directors and Messrs. Go Seinosuke and which fixed the sum of Y200,000 as the maximum bonus. This protest caused a great uproar, but the proposals of the Directors were finally accepted. The President, in his speech, said:

"This term's business results show a profit of Y5,540,000, which is a decrease of Y3,340,000 as compared with last term and of Y11,450,000 compared with the corresponding term of last year. Such an enormous decrease, it is needless to say, is an outcome of the conditions prevailing since the termination of the great war. Only the passenger business shows good results, resulting in a proper increase of profits."

Notwithstanding the above fact and that the prices of commodities have not yet returned to their normal condition, and that but domestic and foreign traders are at present face to face with the greatest difficulties they have experienced for many years past, I am glad to say that our company has done its utmost to increase working efficiency and economy on business expenses and has been able to make a proposal for a 25 per cent dividend. Surveying the world's shipping we observe that trade is depressed in the extreme, ships have increased, expenses, raw and freight rates declined, all of which are factors in the present deplorable shipping conditions. It is worthy of notice that the Governments of the Powers have done what they can to increase bottoms under a fixed standard in consonance with their national affairs, considering that the restoration of shipping is a short cut to the revival of their national resources after the hostilities. Britain has already made up for the ships of 7,700,000 tons lost during the war and assumed the marine hegemony, now aiming at governing the world's trade. France aims at doubling her pre-war tonnage and at having a merchant fleet with a tonnage of 5,000,000 tons, of which she has already 3,120,000 tons. Italy already owns 2,300,000 tons, taking 2,500,000 tons to 2,600,000 tons, in which she thinks she can transport all her trade, as a standard. America aims at transporting half her exports in her own vessels. The president concluded by recommending economy until trade improves.

SHANGHAI FREIGHT.

Messrs. Wheelock and Co. Shanghai, in their circular of 16th June, state: To United Kingdom and Continent:—There has been a slight improvement in the demand for space since we last reported and recent sailings have left with their Shanghai space allotments better filled; exports however, seem still to be moving on a "hand to mouth" basis and there is little forward demand.

To United States via Pacific and via Panama and Suez:—We have nothing further to add to the remarks in our last issue and cargo continues as scarce as star-Coincidentally:—The improvements anticipated in our last issue, as regards the North, has materialized to a certain extent, a fairly strong demand exists for prompt loading, but the Rice trade remains quiet.

B.L.S.N. CO NEW LINER.

The B.L.S.N. Co's s. Manela started on her maiden voyage as a Peninsular and Oriental Line steamer on June 11, sailing from London with passengers and cargo to the Straits, China and Japan. The Manela belongs to the group of twelve 8,000 ton ships of a similar type.

THE KWANTAH.

The T.M.S.N. s. Kwantah, which arrived at Shanghai from Hongkong on June 13, had an exciting experience on the second day of the voyage. Fire was discovered near the boiler room, but it was quickly put out. A little damage was done to the port hold.

MANILA FREIGHT.

Messrs. Warner, Hume & Co., Ltd., Manila, in their latest circular to hand state: "The China market is easier on account of there being more tonnage available. No local fixtures are reported."

